Town of Georgina

Streetscape Improvement Plan

November 2021

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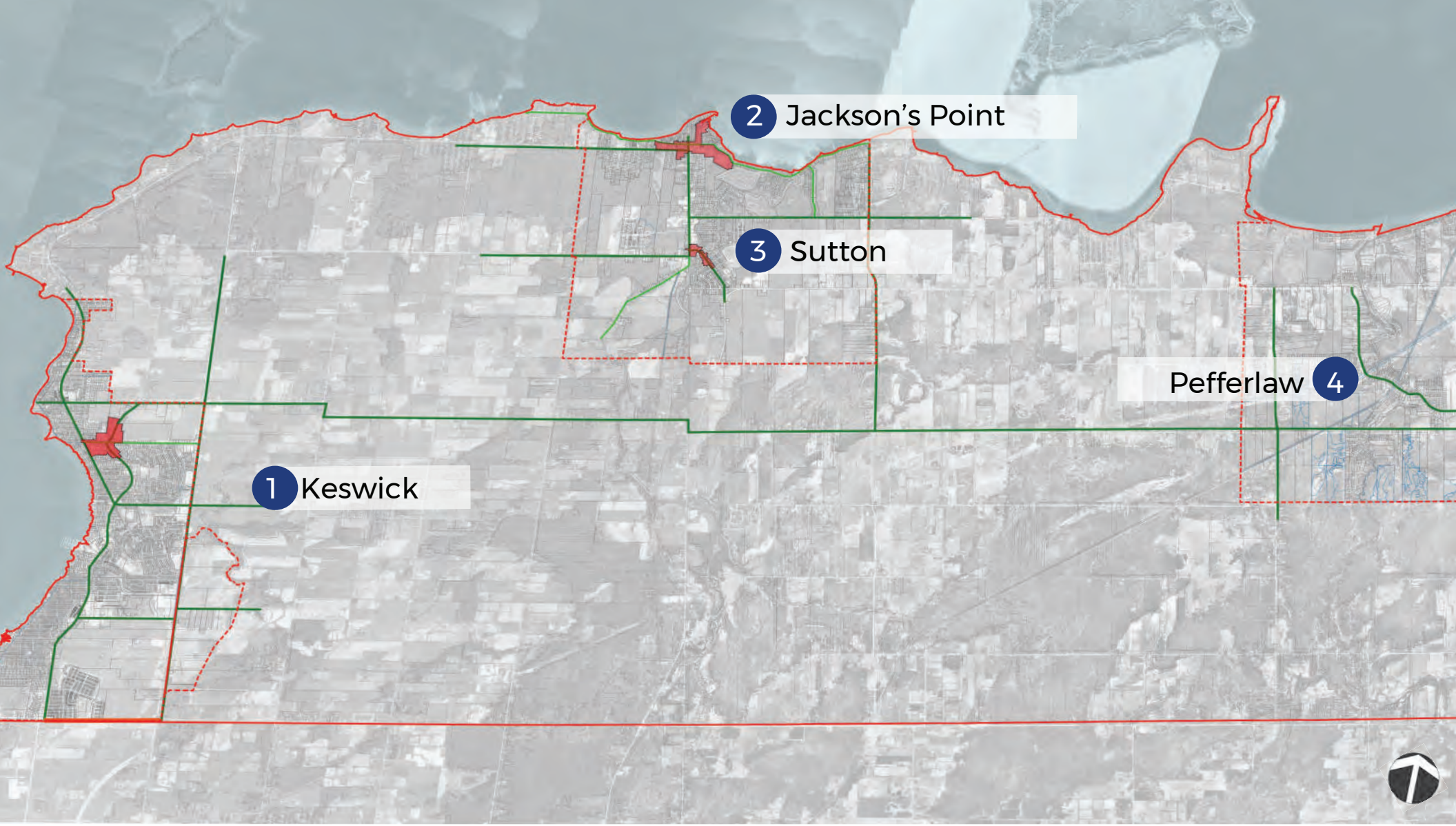


INTRODUCTION 1.0

INTRODUCTION

Overview and Background

The Town of Georgina's Streetscape Improvement Plan ("The Plan") applies to the entire Town of Georgina, and it is informed by previous planning studies including the Town of Georgina's Downtown Community Improvement Plan.

The Town of Georgina is both a gateway and a destination. The municipality is composed of four larger communities; Keswick, Sutton, Jackson's Point and Pefferlaw, as well as a number of lakefront communities and small rural hamlets. Part of the background analysis work included a review of the Town's Official Plan, its various Secondary Plans, Community Improvement Plan, current design and engineering standards, and the Active Transportation Master Plan.

The goal of The Plan is to outline clear improvement options and design solutions that can be undertaken by the Town of Georgina or by each of the Town's BIA's to encourage continued private investment, beautification and civic pride. The Plan will guide the Town's infrastructure and public realm renewal programs, enabling an integrated approach with other key downtown implementation strategies.

The Plan is based on best principles and best practices and it provides a framework for building resilient, accessible, comfortable and attractive public realm along the Town's key streets. The public realm plays a key role in supporting economic growth, climate adaptability, future investments and intensification, and it requires a fundamental shift from a car-centric street composition to one that is pedestrian friendly, attractive and prioritizes walkability and human interaction.

The Plan includes an integrated set of street design criteria for specific streets and responds to the area-specific context while also allowing for flexibility to adapt to changing conditions.

ENGAGEMENT 2.0

COMMUNITY ENGAGEMENT

In close collaboration with Town staff, a comprehensive presentation package was prepared to assist with the community outreach efforts, an integral part of the information gathering phase and general project exposure. Four engagement events were planned, coordinated and co-hosted with the Town of Georgina's internal staff, leveraging on their familiarity with the people, businesses, and communities as a whole.

The interactive engagement sessions were setup under the Town's booth as Pop-Up events during popular summer festivities Sutton, Pefferlaw, Jackson's Point and Keswick. Two open houses were also held in November 2019 and in February 2020, specifically fashioned to address the BIA audience. The presentation materials included plans and street cross sections, examples of streetscape improvement precedents and palettes of sample materials. Two draft design concepts for the Church St. & Queensway parkette in Kenswick and for the Sutton Market Square were also presented.

Engagement Summary

The presentation materials that were prepared for these sessions included large display panels on easels with the study area overview, preliminary streetscape cross sections and precedent imagery, hands-on street building design puzzles, printed survey questionnaires conducted on the spot as well as project handouts with online links.

The key take-away from these engagement sessions was the consensus on what the key improvement priorities were and where the streetscape revitalization efforts should be placed.

In summary, the community agreed that public realm enhancement such as providing adequate seating, planting more shade trees and shade structures, decorative planters and bioswales, improved pedestrian scale lighting , adding public art and improving wireless coverage should be the main improvement priorities.

Guiding Principles

- Value of Participation;
- Careful Planning and Preparation;
- Inclusion and Demographic Diversity;
- Collaboration and Shared Purpose;
- Openness and Learning;
- Transparency and Trust;
- Impact and Action;
- Sustained Involvement and Participant Culture;
- Open Communication; and
- Continuous Improvement.

Key Goals

- Expand collective understanding of the study
- Inspire and inform participants on what is possible
- Set reasonable expectations for outcomes
- Promote collaboration, consensus and shared insight
- Bring stakeholders together to spark partnerships
- Brainstorm ideas and solutions
- Collect input, concerns and priorities from participants
- Inform the community on the progress of the project
- Build long term buy-in and sense of ownership
- Support the Town and the BIA's in fulfilling the vision as set out in the Town of Georina's CIP

Street Design Mock-Up Demonstration Installation

To generate dialogue and ideas across the Town and between all its communities, the consultation programs were setup to be flexible, or more accurately, responsive. The initial approach has been developed in consultation with the Town and it included opportunities to "recalibrate" the timing and tactics for engagement to best build on each community's capacities and knowledge.

Summer Pop-Up sessions were used for hands-on design sessions with community members and in-situ streetscape improvement installations during four summer festivals.

The temporary streetscape enhancement demonstrations that have been installed at these events have proved to be the preferred public realm enhancement solution during the Covid-19 pandemic, providing adequate spacing for outdoor patio and retail spill-over spaces at key locations. These types of temporary installations have been implemented in many neighbourhoods and cities around the world.

A total of four (4) Pop-Up events were held throughout the summer as follows:

LOCATIONS	*NUMBER OF RESPONDENTS*
SUTTON (July 20, 2019):	9
PEFFERLAW (August 5, 2019):	26
JACKSON'S POINT (August 10, 2019):	4
KESWICK (September 15, 2019):	18
The ROC with the BIA's: (November, 2019)	11

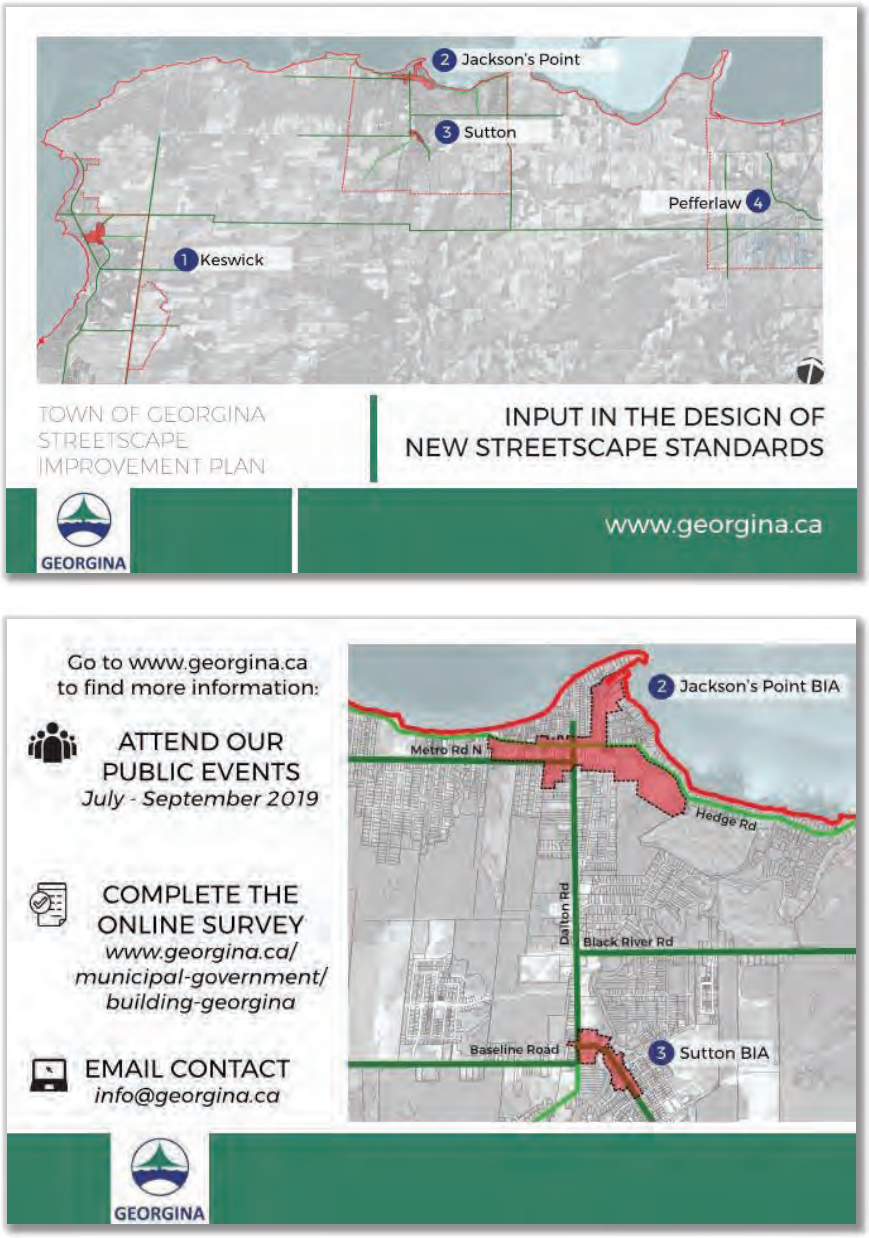


Image 1: Consultation hand-outs

SURVEY QUESTIONNAIRE (At Pop-Up's)

The survey questionnaire was focused on the following five main topics (see Figure 2) and although the results were somewhat expected, there were a few surprising findings as well.

1. DEMOGRAPHICS

Included questions about age, residency and school enrollment:

- 94% of respondents were local residents
- 38% of respondents were between 36-55 years old
- 1.6% of respondents were visitors

Key finding: low response rate/participation from those aged 55+. and from cottagers.

2. HOW DO YOU USE THE DOWNTOWN STREETS TODAY?

Choices were given between commuting, cycling, walking, transit, shopping, connecting with community, leisure walks with family etc

- 70% of respondents go for shopping
- 57% of respondents walk
- 54% of respondents commute/drive through

Key finding: low response rate for cycling (22%)

3. WHICH OF THE FOLLOWING FUNCTIONAL AMENITIES ARE MISSING?

List included shade trees, seating, planters, bike racks, pedestrian lights, wayfinding, accessibility etc.

- 73% of respondents confirmed a lack in seating options;
- 65% of respondents confirmed that more shade trees were needed;
- 43% of respondents observed there were not enough bike racks and planters;

Key finding: accessibility was not a major concern overall (25%).

4. WHICH OF THE FOLLOWING ENHANCEMENTS WOULD YOU LIKE TO SEE MORE OF?

List included public art, water features, sculptures, decorative lighting, shade structures etc.

- 59% of respondents would like to see more shade structures;
- 57% of respondents would like to see more public art;
- 54% of respondents would like more decorative lighting along the streets;

Key finding: additional parking need only ranked at 38% overall.

5. WHICH OF THE FOLLOWING FUTURE READY IMPROVEMENTS WOULD YOU LIKE TO SEE?

List included tree and plantings, permeable paving, rain gardens, public wi-fi, information billboards, interactive wayfinding maps, solar power, outdoor projector.

- 59% Rain Gardens, Bioswales, Solar Power Fixtures
- 51% Free Wi-Fi
- 38% Digital Community Information Display Boards

Key finding: high interest in solar power fixtures(60%) and comparatively low interest in permeable paving(30%).

Although there was a lot of interest at the booth with sixty-eight (68) residents participating in the hands-on activity and filling in the survey, the online participation was almost four times higher, receiving one hundred and eighty-five (185) responses. In total, we were able to tally and summarize the responses from two hundred and fifty-three (253) residents.

In summary, the responses received from the public re-enforce the recommendations from the latest Community Improvement Plan(CIP) as well as our guiding principles in finalizing the recommendations for the Town's Streetscape Improvements and ensuring that the emphasis is placed on the critical needs within the public realm and general streetscape enhancements are well balanced and long-lasting

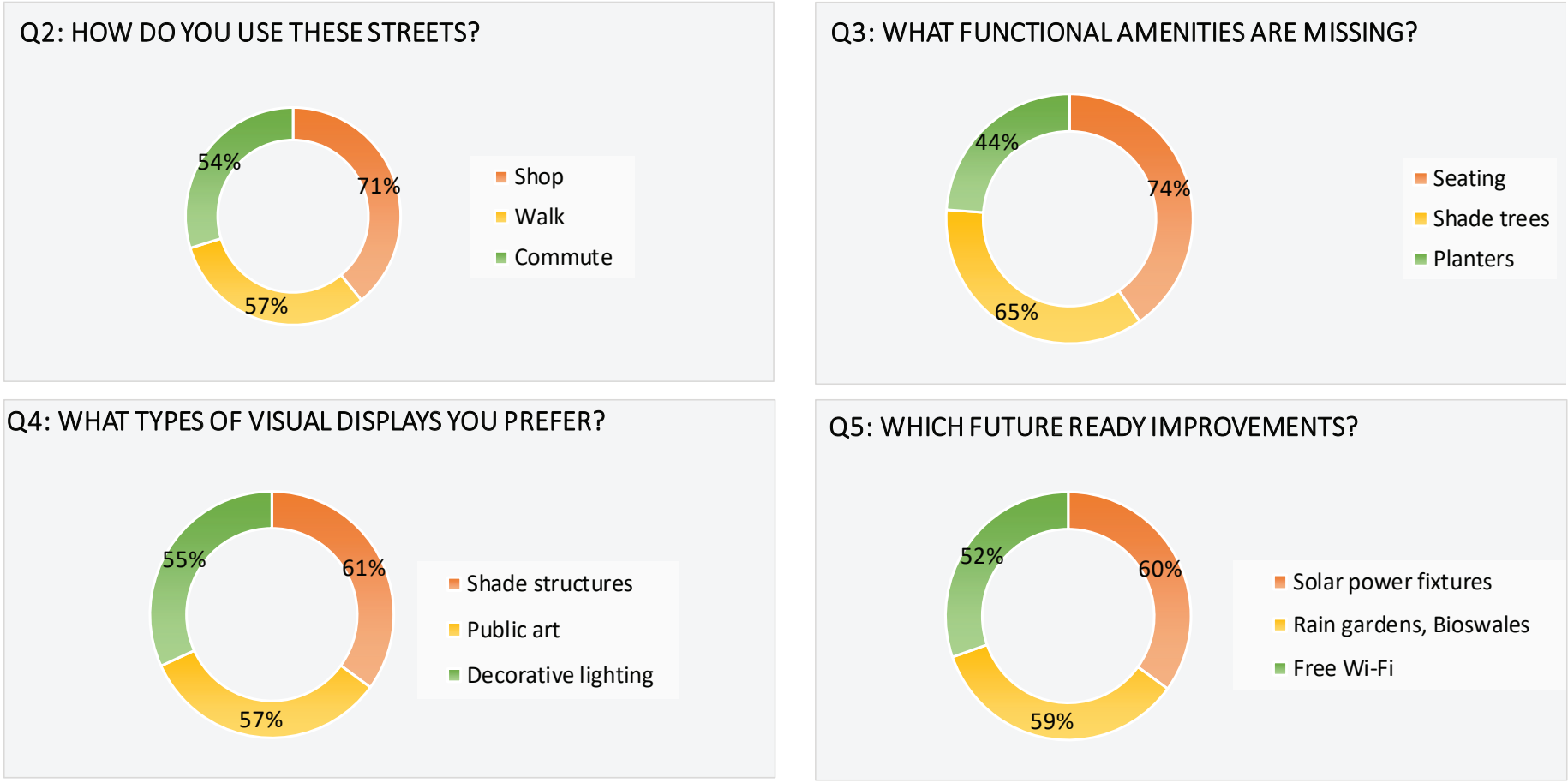


Figure 2: Survey Summary

SURVEY QUESTIONNAIRE (At PIC's)

Following the summer sessions, our team has refined the draft streetscape design details, sections and furnishing recommendations and has assembled a second set of engagement sessions with the local BIA's. There were two separate sessions with similar survey forms and design exercises held in Keswick and Sutton(ROC) respectively with 12 participants from the Keswick, Sutton and Jackson's Point BIA's.

The survey questionnaire was focused on a similar set of five main topics (see Figure 3) and with slightly different results.

1. WHAT TYPE OF BUSINESS ARE YOU ENGAGED IN?

Ranging between General Retail, Arts and Crafts, Restaurant, Administrative, Health and Wellness, Manufacturing etc

- 43% General Retail Business
- 14% Café / Bar
- 42% Other

Key finding: low diversity in business types by respondents

2. WHO ARE YOUR MAIN CLIENTS?

Choices were given between Local Residents, Neighbouring Residents, Tourists etc.

- 43% Local Resident (General Public)
- 19% Visitors/ Tourists
- 19% Neighbouring Residents
- 19% Local Residents (Children)

Key finding: low visitor rates.

3. WHAT TYPE OF (STREETSCAPE) FUNCTIONAL AMENITIES ARE MISSING?

List included shade trees, seating, planters, bike racks, pedestrian lights, wayfinding, accessible ramps etc

- 25% of respondents confirmed a lack in seating options;
- 20% of respondents observed there were not enough bike racks and planters;
- 15% of respondents confirmed that more shade trees were needed;

Key finding: less (15%) respondents preferred shade trees when compared to General Public Survey (65%)

4. WHAT TYPE OF IMPROVEMENTS ARE IMPORTANT TO YOU?

List included Public Art, Façade Improvements, Sidewalk Materials, Lighting and Signage, Seating/Patios, Shade Structures, Parking etc.

- 18% of respondents would like to see more façade improvements;
- 18% of respondents would like to see more lighting and signage;
- 18% of respondents would like more parking;

Key finding: the equal importance given to the top three choices.

5. HOW WOULD YOU PRIORITIZE THE IMPROVEMENTS?

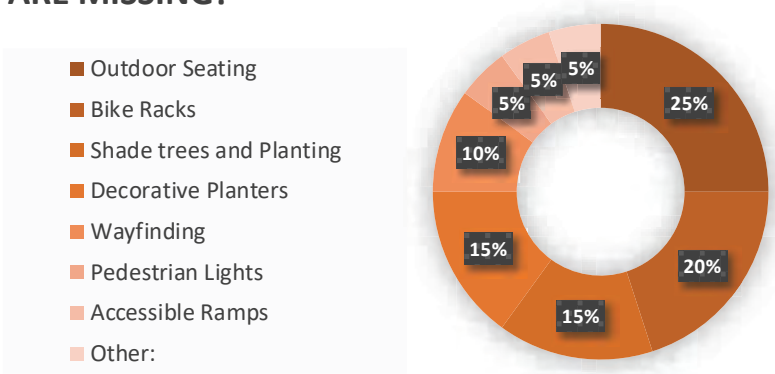
List included Utility Upgrades, Surfacing Upgrades, Landscaping, Lighting, Seating, Reduced Traffic Speeds,, Increased Foot Traffic etc.

- #1 Priority: Lighting/Signage and Paving/Surfacing Upgrades
- #2 Priority: Parking and Landscaping/Planting

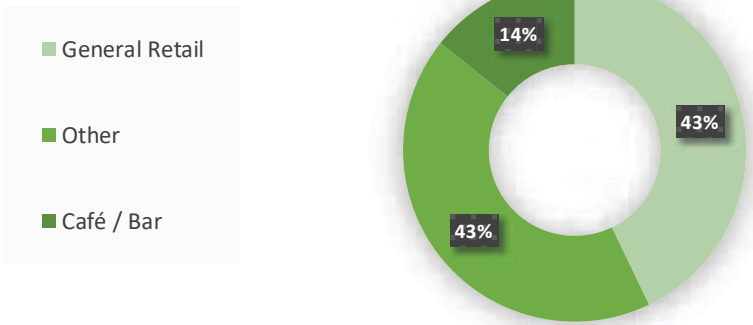
- #3 Priority: Utility Upgrades and increase in foot and cycling traffic

Key finding: emphasis on street presence and curb-appeal compared to non-vehicular access

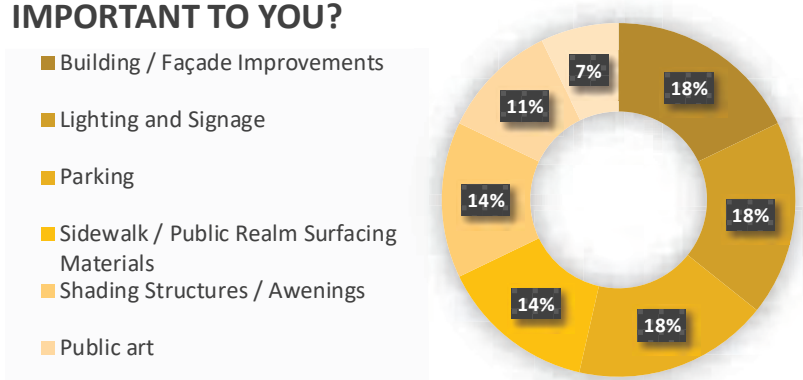
WHAT TYPE OF FUNCTIONAL AMENITIES ARE MISSING?



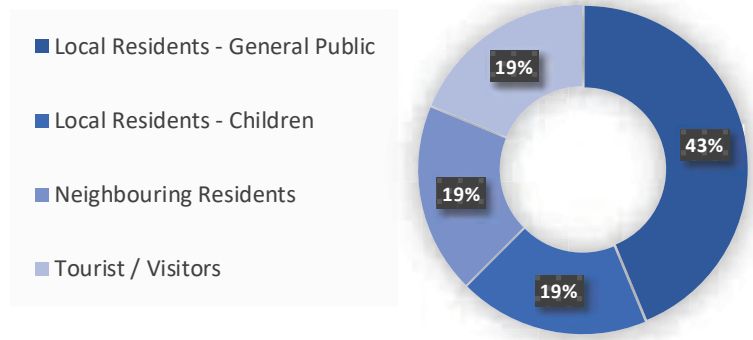
WHAT TYPE OF BUSINESS ARE YOU ENGAGED IN?



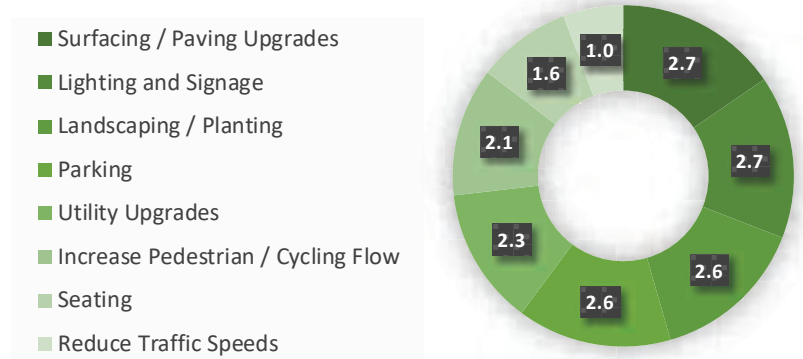
WHAT TYPES OF IMPROVEMENTS ARE IMPORTANT TO YOU?



WHO ARE YOUR MAIN CLIENTS?



HOW WOULD YOU PRIORITIZE THE IMPROVEMENTS (RATE 1-5)



SURVEY FEEDBACK SUMMARY

Sutton Pop-Up

at the “Festival on High”, July 20-th, 2019

At this first roadshow for the project, supported by Town staff, the project design team has set up a presentation and workshop booth to engage with the community.

The key feature of this event was the installation of a mock “sidewalk bump-out” into the vehicular lane in front of the Black River Cafe. This true-to-scale patio offered respite for visitors and allowed team and staff to observe people’s movement within the revised street.

The outreach was focused on conversations around the current status of the public realm and the potential improvements that the Town should prioritize in the near future. On the spot survey forms were filled and the online survey platform was advertised for the first time. The response summary has been included below.

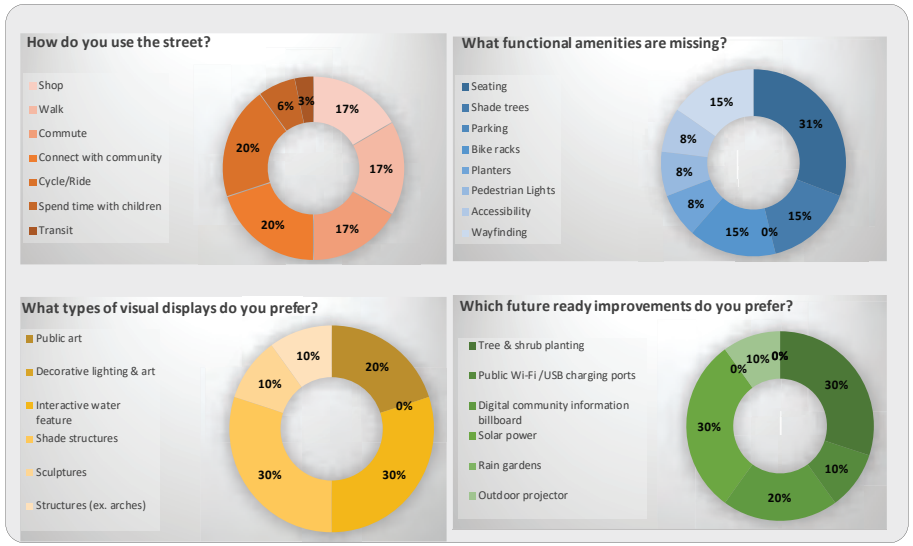


Image 3: Pop-Up at the Festival on High (July 20th, 2019)

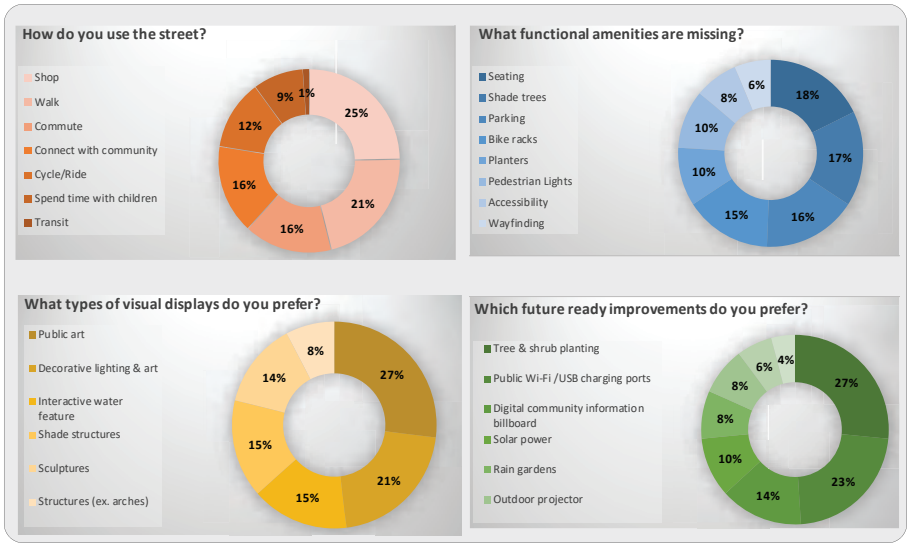
Pefferlaw - Pop-Up

at the “Fair”, August 5-th, 2019

The Fair was well attended and the design team has engaged with the visitors around the hands on street re-design tool. This allowed participants to understand the physical restrictions and challenges of prioritizing desired features within the ROW.

Feedback on the survey sheets has indicated that for the local residents, access to shops by foot was one of the prefered movement modes. They also acknowledged that adequate seating and shade trees along with more parking and bike racks were the key things that streets are lacking today.

In terms of future improvements, investments in public art, better lighting , more landscaping and tree plantings were the top choices.



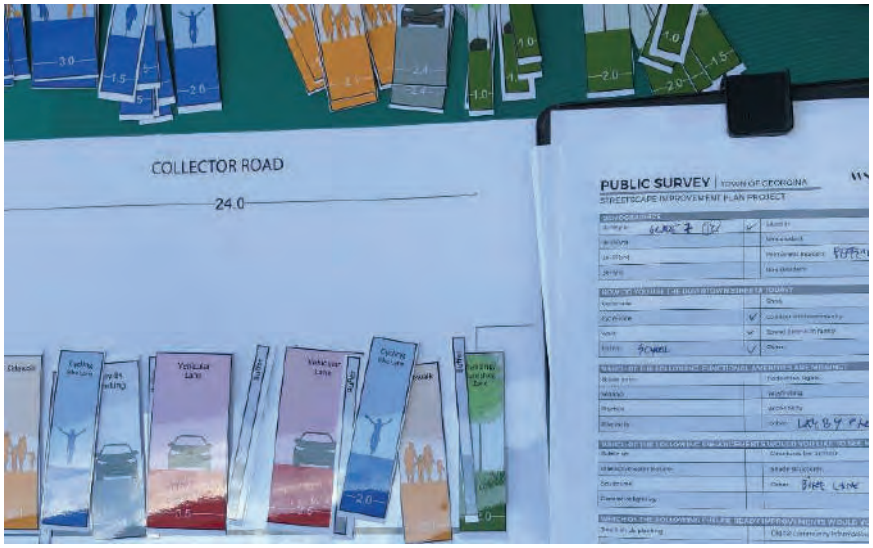


Image 4: Pop-Up at Family Picnic (August 5th, 2019)

Jackson’s Point - Pop-Up

at the “Painted Perch Festival”, August 10-th, 2019

Having the booth setup inside the park, our quiet setup has helped connect with families and discuss their perspective on the future improvements and challenges of having a tight right of way in many of the streets within Jackson’s Point. The residents were just as keen to share their views and complete the design exercise and survey.

In summary, the main challenges that were flagged related to the adequacy of cycling infrastructure including lanes and bike racks, but also adequate and more frequent seating options, more shade trees, better lighting and accessible public realm and intersections .

Image 5: Pop-Up at the Painted Perch Fest (August 10th, 2019)

Keswick - Pop-Up

at the “Fall Fest”, September 14-th, 2019

At our last roadshow for the project, supported again by Town staff, the project design team has set up a presentation and workshop booth to engage with the community.

Similar to the Sutton event, our key feature of this event was the installation of another mock “sidewalk bump-out” into the vehicular lane in front of the Elmira Cafe. This true-to-scale patio offered respite for visitors and allowed team and staff to observe people’s movement within the revised street.

For the residents in Keswick, the lack of seating and shade trees were again the top challenges and they also wanted to see more investment in tree planting and landscape enhancements, shade structures, interactive water features and public art.

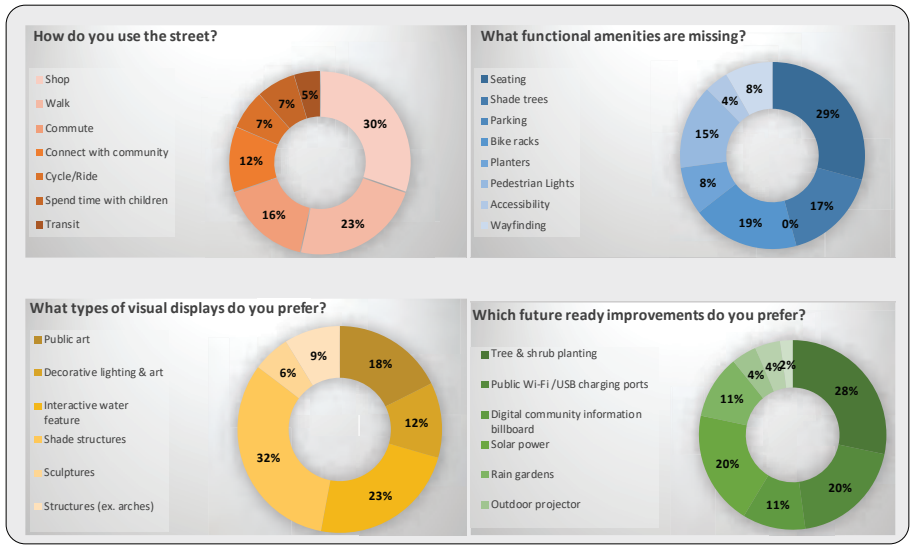


Image 6: Pop-Up at the Uptown Harvest Fest (September 14th, 2019)

SUMMARY OF PUBLIC FEEDBACK

Setup in parallel with our in-person events, the Online surveys have yielded very strong responses.

PUBLIC ENGAGEMENTS	*NUMBER OF RESPONDENTS*
IN-PERSON AT POP-UP EVENTS	57
IN-PERSON AT BIA MEETINGS	11
ONLINE SURVEY	185

Total Number of Respondents: 253

Image 7: Children Engaged in the Street Design

STREETSCAPE APPROACH 3.0

TYPES OF STREETSCAPES

The street network throughout Georgina has a varying degree of complexity from the sizeable differences in their ROW, varying surrounding contexts and land uses as well as in their key functions. As these variables occur along each street, the key challenge is the provision of a simple yet effective way to apply improvement strategies. The function of the streets will always be vita pat f the Town's public open space system, as movement corridors for pedestrians, cyclists, transportation vehicles and personal ones, but most importantly they will continue to support social and business activities, contribute to the character and the appearance of the built environment they service.

Through this plan, the Town should be able to coordinate any streetscape design by relying on a comprehensive decision making process taking into consideration the following:

- Streetscape Types- which streetscape hierarchy it falls under;
- Business Improvement Areas- how it meets various BIAs objectives;
- Public Utilities- what utilities or utility upgrades need to be considered;
- Streetscape Zones- which functional zones are being prioritized;.
- Streetscape Elements- which of the critical elements are needed.

This Plan categorizes all Major and Minor Arterial Roads identified by Transportation Services Road Classification System as either Main Streets, Special Streets or Green Streets depending on such factors as: street use; built form pattern; type of public or business activities; transportation priorities; and natural features as follows:

1. Major Streets: these are streets outside BIA areas with generally less pedestrian traffic and with higher vehicular volumes and speeds.
2. Special Streets: these are within BIA areas with store fronts, heavy pedestrian traffic, and frequent destination arrivals.
3. Green Streets: these streets are typically along identified cycling routes with existing or future need for ample and enhanced landscaping.

To each of these main typologies, a varying degree and quality of improvements and furnishing types, tree planting solutions and surfacing materials can be applied depending on context, underground and above ground utility constraints as well as specific needs. The varying enhancement categories are classified under Basic, Standard or Enhanced options, each with its own quality and cost breakdown.

This allows for a consistent, cohesive approach to future improvements of any street, the only remaining variable being the available boulevard width between the curb and the property line.

A detailed breakdown of these typologies is included in the Street Typology Appendix.

STREETSCAPE TYPES

Major Street

(M1)_Major Streets (Enhanced) are well-established streets that either lead to, or are lined with, important public buildings and have both provincial and city-wide importance. While these streets are predominantly lined by institutional and commercial buildings, they also hold some ground floor retail and restaurant uses. This type offers the Pedestrian Clearway with a clear, unobstructed continuous linear path of sidewalk that accommodates pedestrian movement. Provision of this zone is a high priority and the width should be determined prior to the width of the Furnishing and Planting Zone to ensure it supports the existing and projected volume of pedestrian traffic.

(M2)_Major Streets (Standard) are predominantly commercial and mixed-use in nature, with residential areas in close proximity. Businesses along Major Streets contribute to the local and regional economy. The livelihood of the businesses along this street type is dependent on the local community. This means these are the most important streets for a neighbourhood. They are the focus of public life at the community scale, and support local events and celebrations such as sidewalk sales and festivals. This model has been considered to better serve different modes of transportation and support businesses. It offers a raised curb, raised open planters with integrated benches and gutter system.

(M3)_Basic Major Streets are similar to the standard ones, this street type supports a high volume of both pedestrian movement and vehicular traffic with planter boxes and some furnishings. Generally, the Pedestrian Clearway surface is smooth, broom finished concrete. The use of concrete should continue to be the primary paving surface choice for pedestrians.

Major Street - Enhanced
Enhanced Streetscaping, Tree Grates and Soil Cells

(M1)

Major Street - Standard
Standard Streetscaping, Raised Open Planters

(M2)

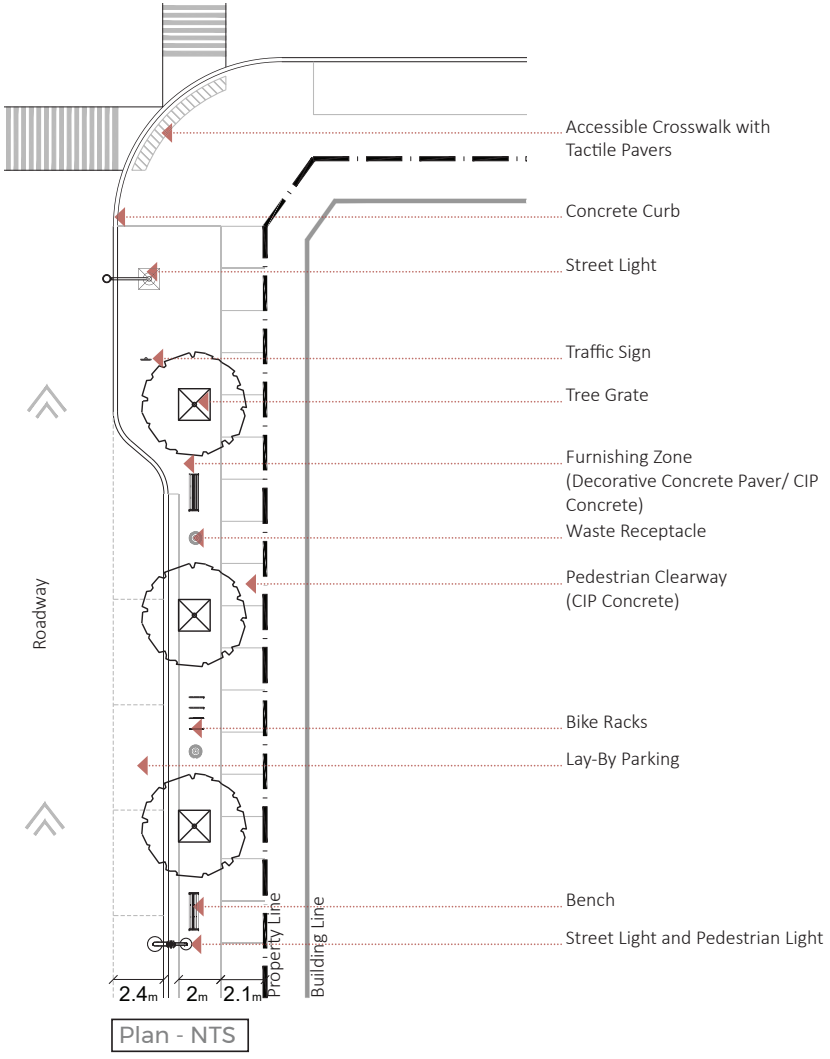
Major Street - Basic
Basic Streetscaping, Planter Boxes

(M3)

MAJOR STREET - ENHANCED

(M1)

Enhanced Streetscaping, Tree Grates and Soil Cells



Plan - NTS

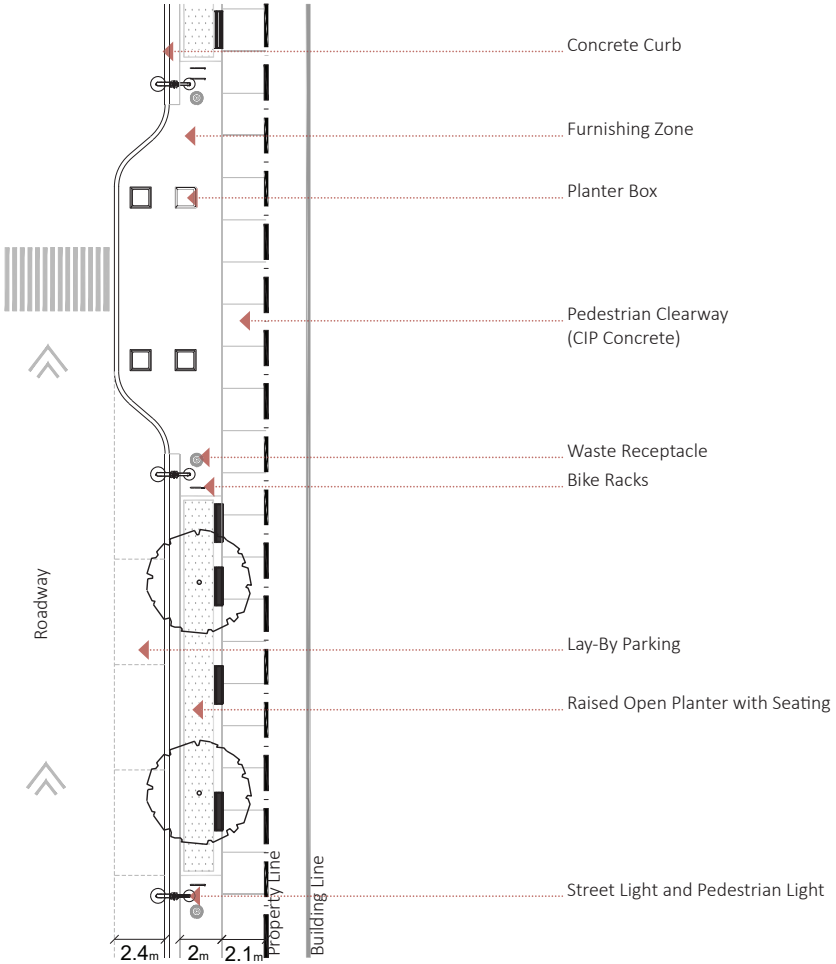
3D Views

3D Cross-Section

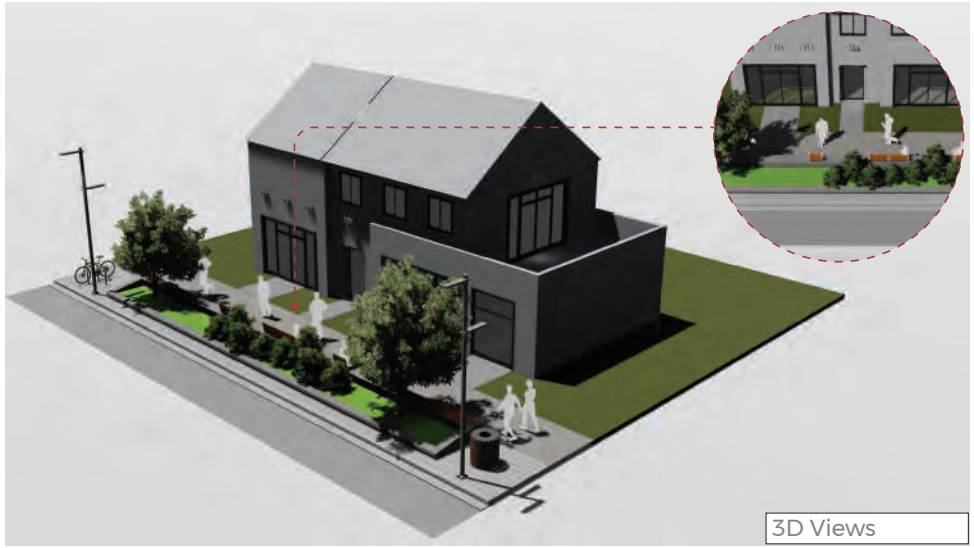
MAJOR STREET - STANDARD

(M2)

Standard Streetscaping, Raised Open Planters.



Plan - NTS



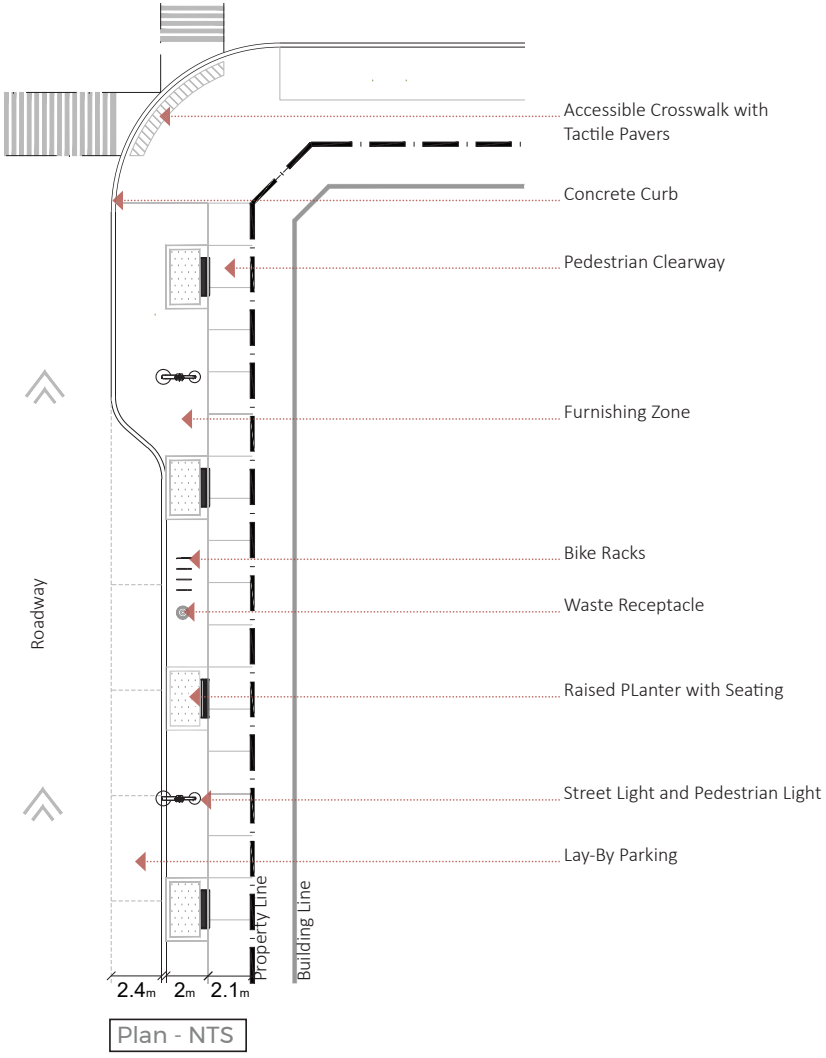
3D Views

3D Cross-Section

MAJOR STREET - BASIC

(M3)

Basic Streetscaping, Planter Boxes



Plan - NTS

3D Views

3D Cross-Section

STREETSCAPE TYPES

Special Street

(S1)_The Special streets (Enhanced) that are located within: a historically significant area; a Centre; a special district; a business improvement area (BIA); or an institutional zone. Design treatments on these streets include enhanced paving, lighting, tree grates and soil cells or other design features that reinforce the history or character of the surrounding area. The Furnishing and Planting Zone, which is directly adjacent to the Edge Zone, may contain street furniture, sidewalk cafes, trees and other fixed objects. This zone is often characterized by decorative paving features. It is desirable to have coordinated alignment of services within this zone, and features should be placed in a manner that does not obstruct the Pedestrian Clearway. The Furnishing and Planting Zone provides an important comfort buffer between pedestrians and vehicular traffic.

(S2)_This typology (Standard) is distinguished by their high level of importance for the city resulting from historical, cultural, physical and/or functional characteristics. These streets are often narrow and used as ceremonial routes and they are recognized provincially and nationally as making significant contributions to the character of the Town. The Edge Zone located immediately adjacent to the roadway, provides separation between the traveled portion of the road/parked vehicles and other sidewalk functions. Planter boxes with seasonal planting for additional character to the street.

(S3)_Specials Streets (Basic) are predominantly along commercial uses. They have suburban characteristics and are undergoing both commercial and residential intensification. Although the existing businesses may be less established than those on Existing Streets, they are still important contributors to the local community. Therefore, Emerging Special Streets can also often be the most important street in the neighbourhood.

Special Street - Enhanced
Enhanced Streetscaping, Tree Grates and Soil Cells

(S1)

Special Street - Standard
Standard Streetscaping (narrow), Planter Boxes

(S2)

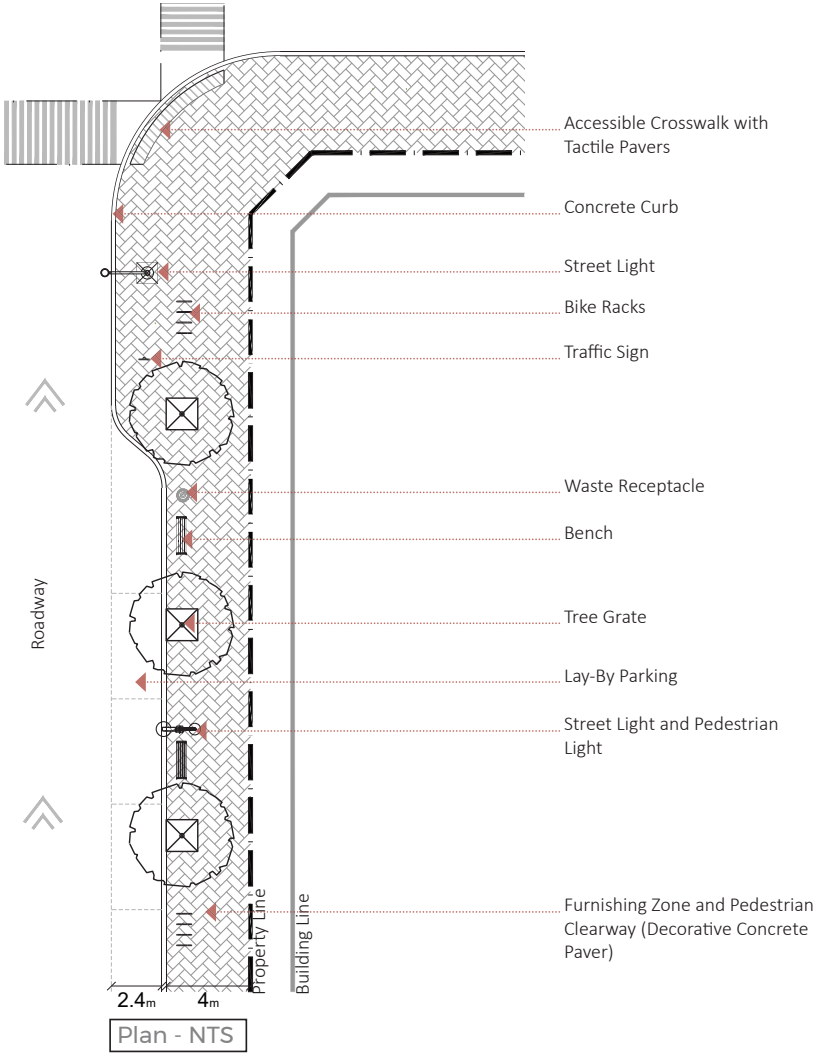
Special Street - Basic
Basic Streetscaping (wide), Planter Boxes

(S3)

SPECIAL STREET - ENHANCED

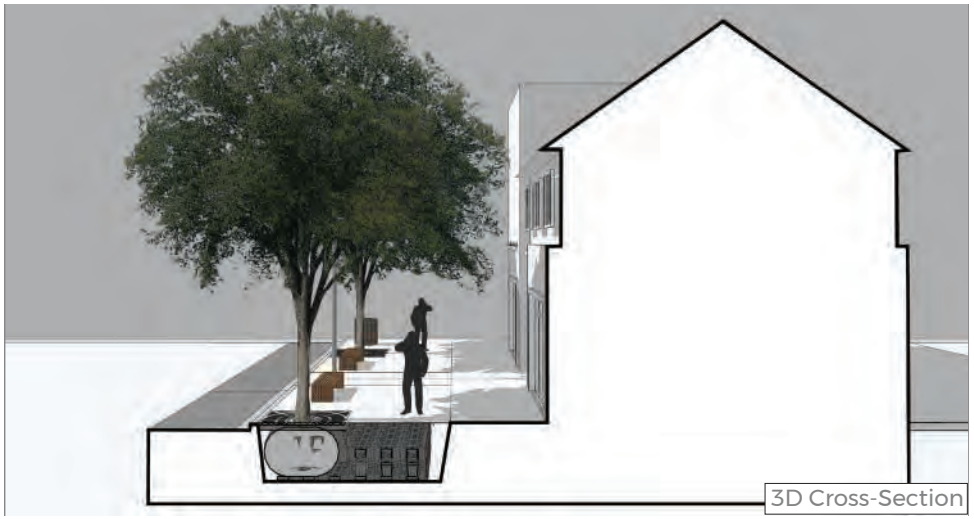
(S1)

Enhanced Streetscaping, Tree Grates and Soil



Plan - NTS

3D Views

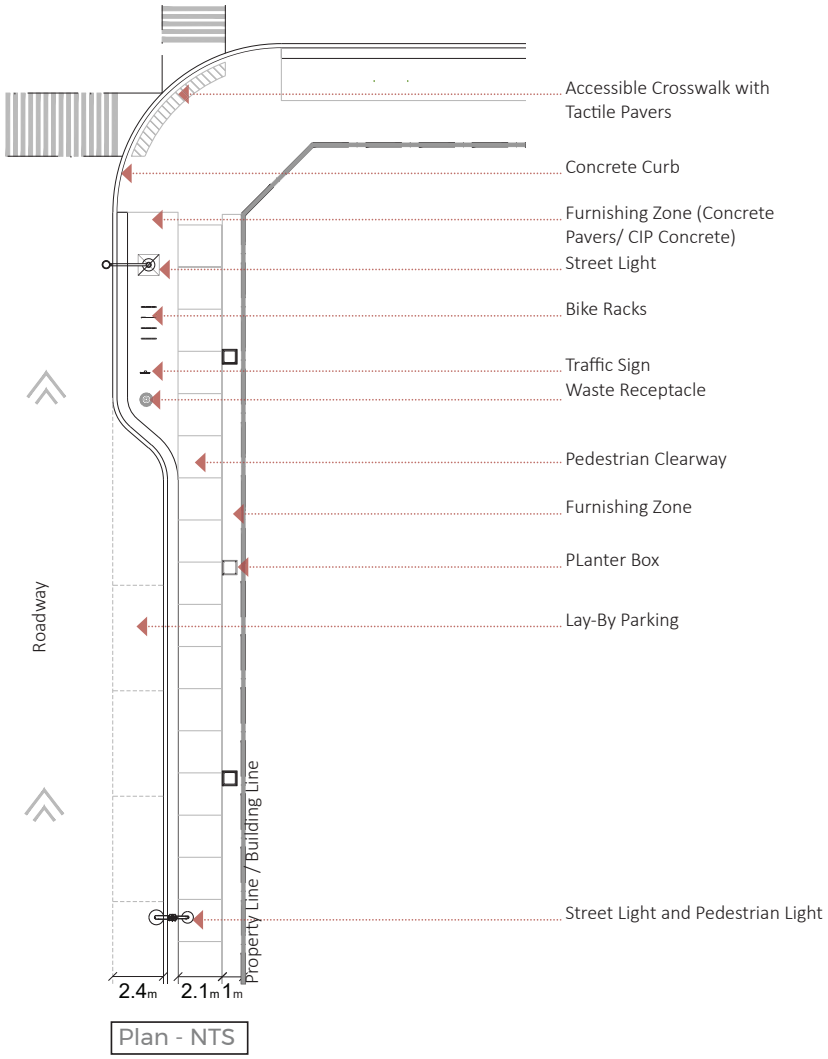


3D Cross-Section

SPECIAL STREET - STANDARD

(S2)

Standard Streetscaping (narrow), Planter Boxes



Plan - NTS

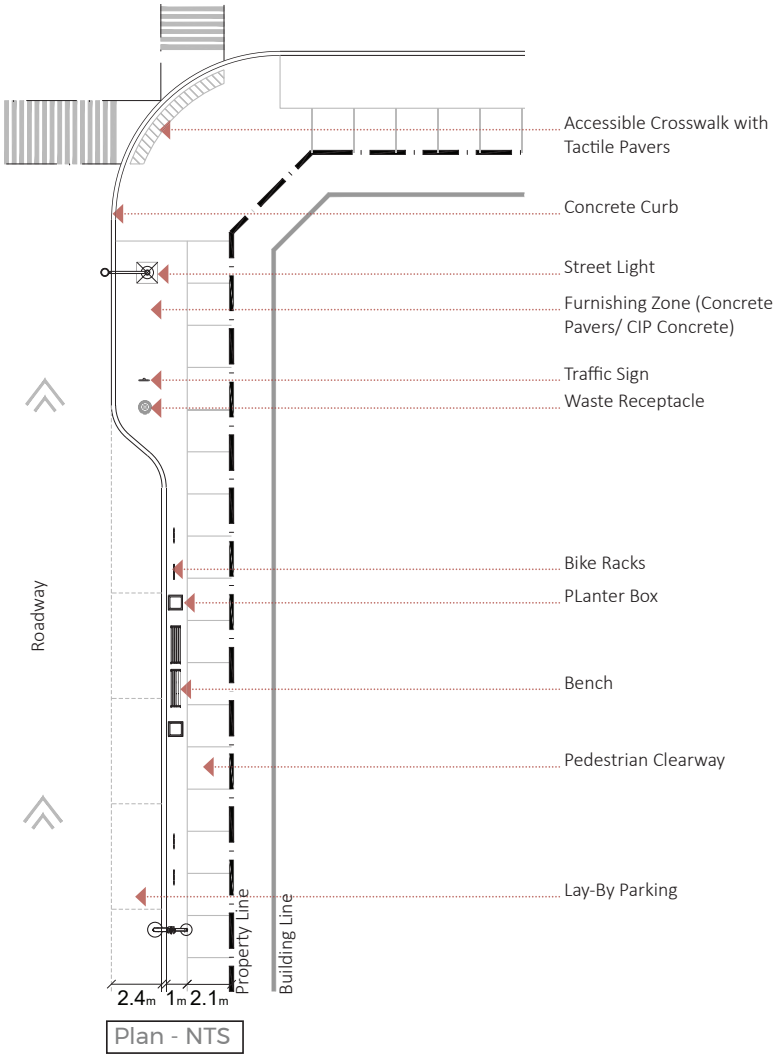
3D Views

3D Cross-Section

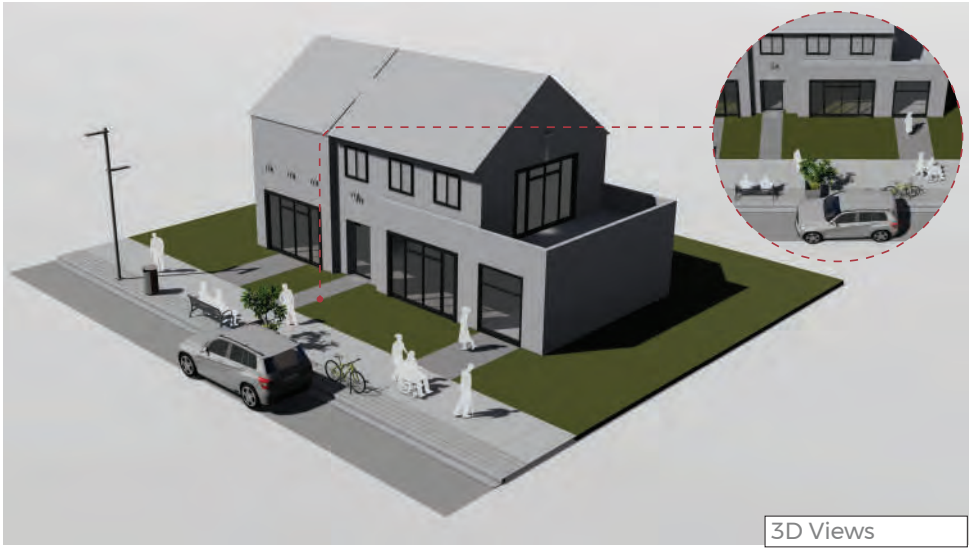
SPECIAL STREET - BASIC

(S3)

Basic Streetscaping (wide), Planter Boxes



Plan - NTS



3D Views

3D Cross-Section

STREETSCAPE TYPES

Green Streets

(G1)_These streets (Enhanced), are typically adjacent to or have a direct physical relationship with natural features such as parks, valley lands or beach fronts. Both sides of the street prioritize space for double row of street trees and site furnishings as well as a generous pedestrian clearway. For promoting healthy tree growth, it is essential that the conditions required for tree planting be considered integral to the design, planning and construction of any improvement. Particularly important is the early coordination between the tree planting plan and utilities. The Furnishing and Planting Zone typically varies in width between 1.0 and 2.2 meters, depending on available space. To accommodate tree planting in this zone, the preferred minimum width is 1.8 meters, and no less than 1.5 meters. If the Furnishing and Planting Zone is less than 1.0 meter, consider placing furnishing elsewhere.

(G2)_The green street (Basic) have a stronger built form presence and therefore the edge, or streetwall, is better defined. Although the uses found along this street type tend to be predominantly residential, there are often mixed-use buildings as well. Intermediate Streets exhibit suburban characteristics such as: wide set-backs; substantial parking areas; and reverse residential lots with rear gardens and privacy fences facing the street. These reverse lot conditions offer no connection to adjacent buildings and limited vehicular or pedestrian access. The Frontage and Marketing Zone is adjacent to the building/property line that buffers pedestrians from windows, doorways, and other building appurtenances. This zone may consist of marketing, outdoor merchandise displays, boulevard cafes and/or landscaping, and in some cases it may support street furniture.

Green Street - Enhanced
Double Row of Trees in planters and grates

(G1)

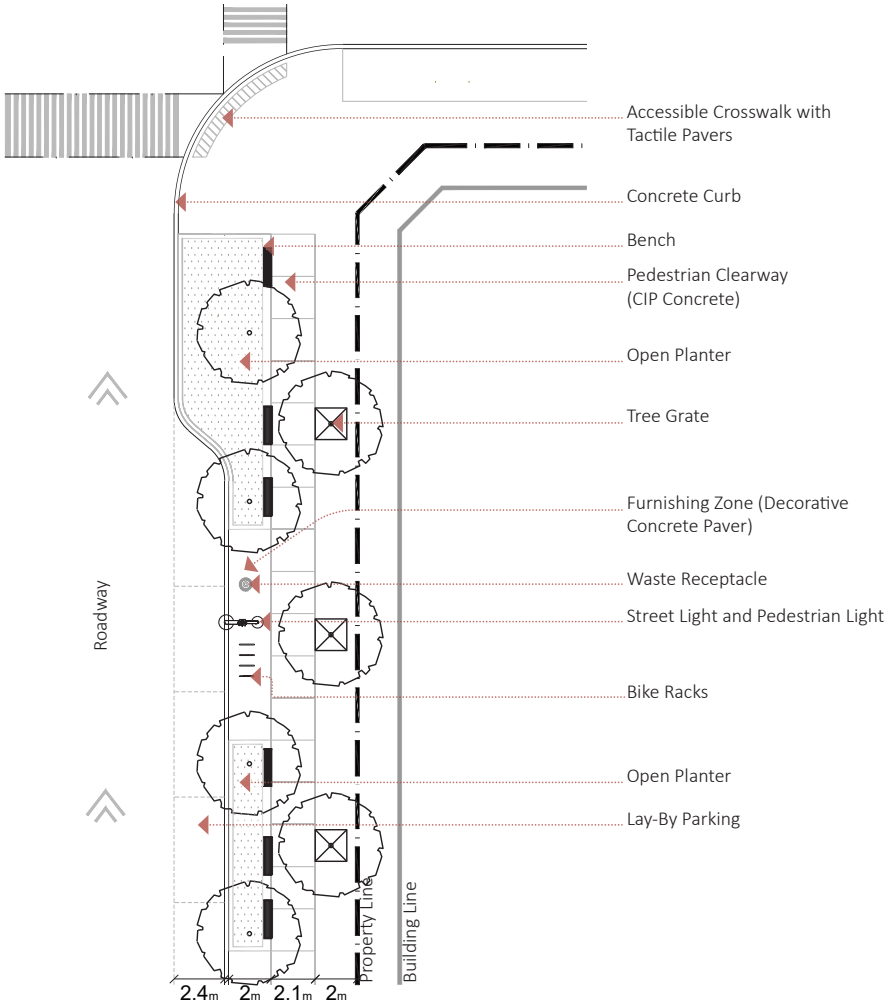
Green Street - Basic
Low Planters, Bioswales

(G2)

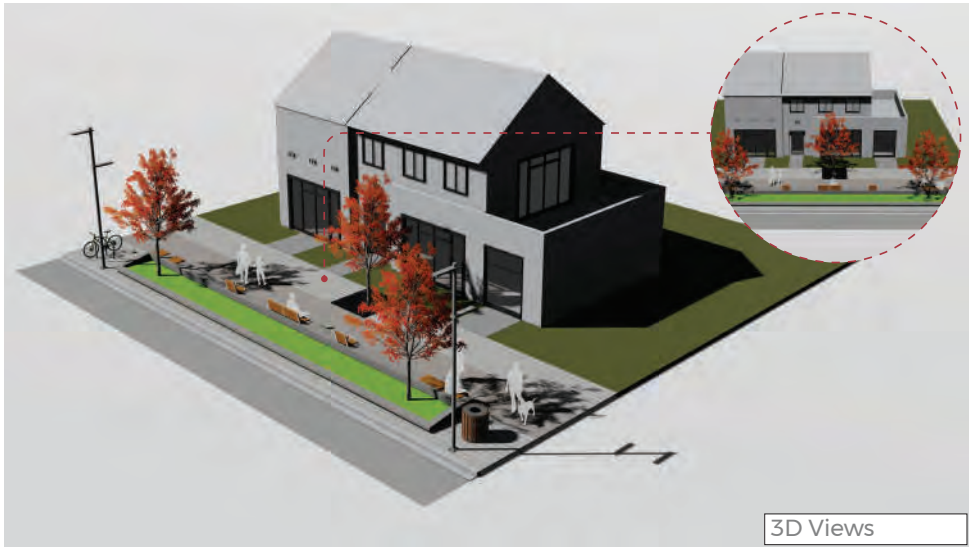
GREEN STREETS - ENHANCED

(G1)

Double Row of Trees in planters and grates



Plan - NTS



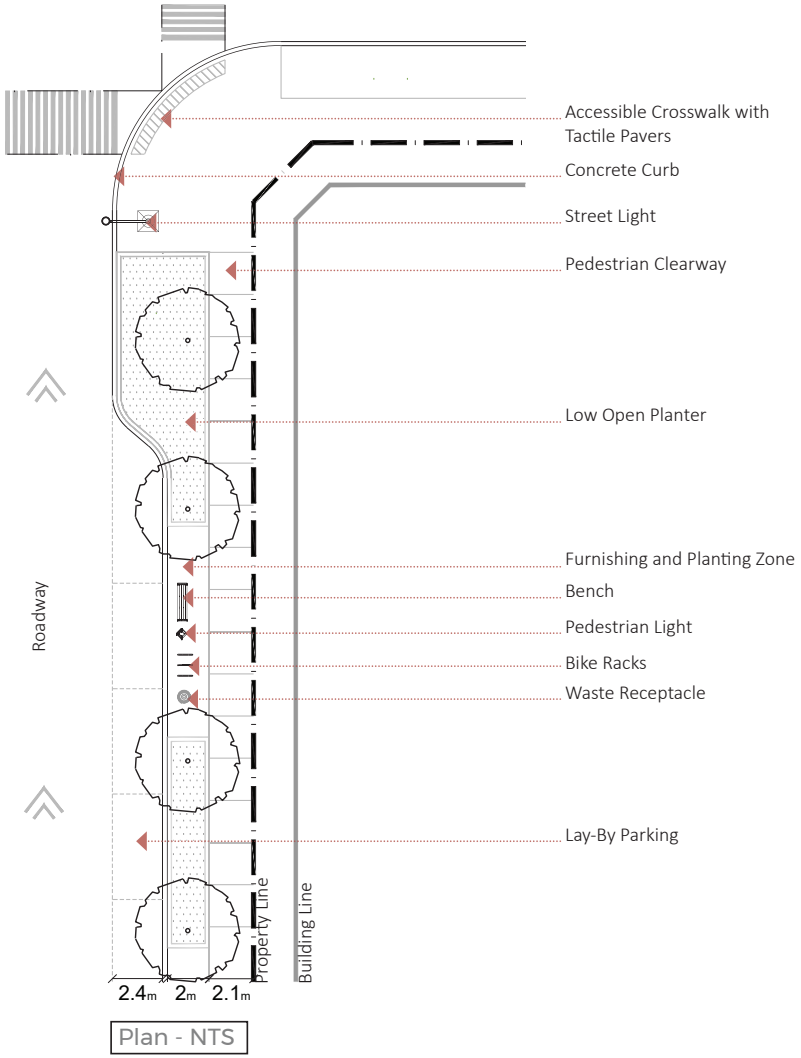
3D Views

3D Cross-Section

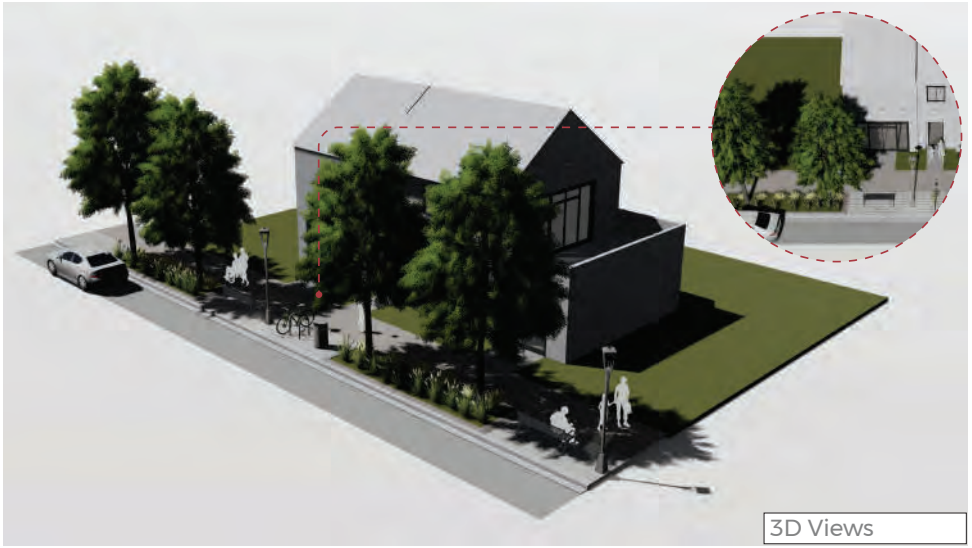
GREEN STREET - BASIC

(G2)

Low Planters, Bioswales



Plan - NTS



3D Views

3D Cross-Section

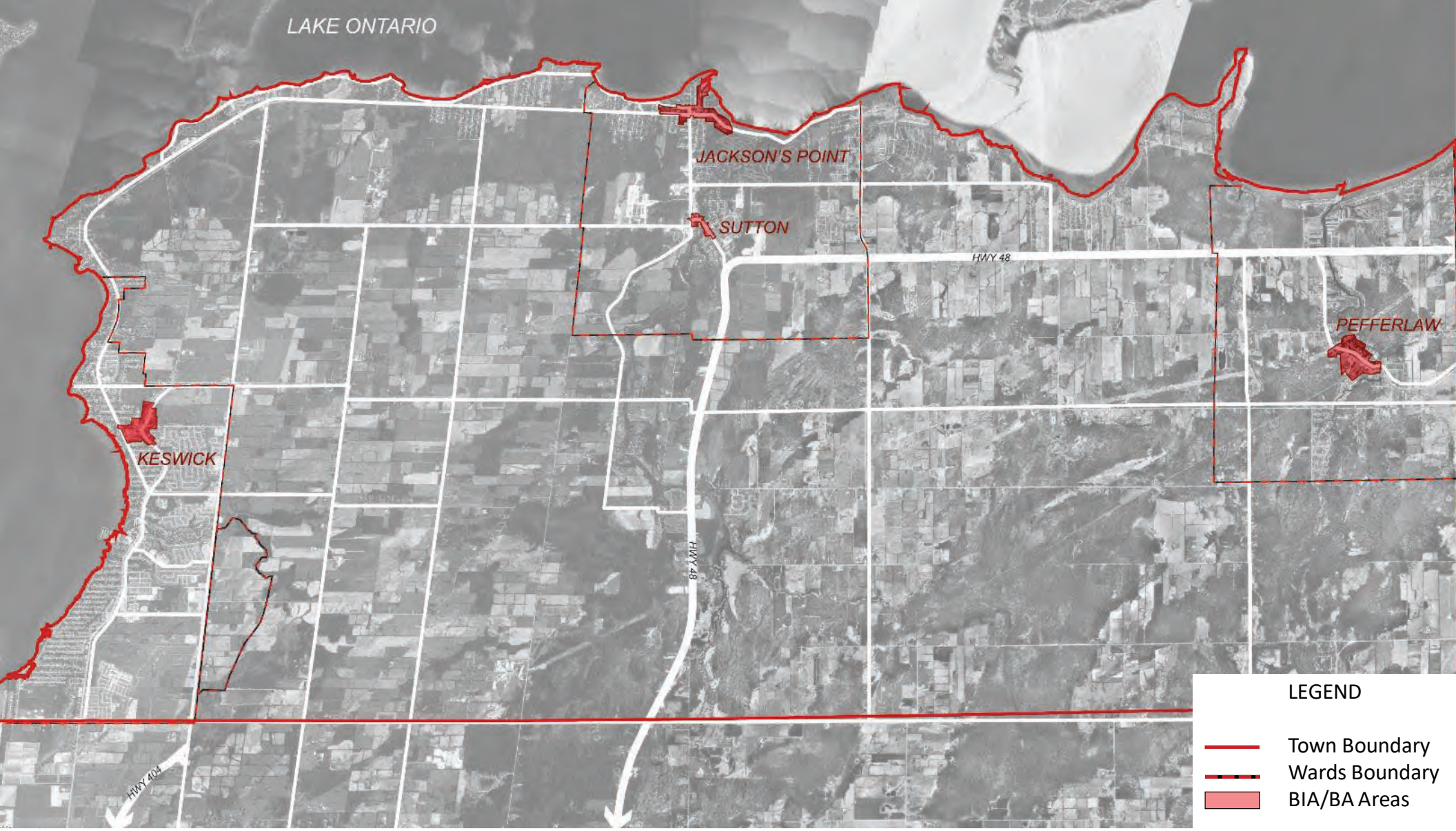


Figure 8: Georgina Study Area

BIA Area Demonstrations 4.0

BUSINESS IMPROVEMENT AREAS

A Business Improvement Area (BIA) is an association of commercial property owners and tenants within a defined area who work in partnership with the Town to create thriving, competitive, accessible and safe business areas that attract shoppers, diners, tourists, and new businesses.

SUTTON

High Street is a priority street in the primary retail and mixed use area of the downtown Sutton BIA. The ideal reconfiguration includes a design that maximizes hardscaped areas with a selection of poured cast in place concrete and permeable pavers and accommodates spill-out spaces for sidewalk cafes, retail displays and seating areas.

Th proposed option accommodates public art, planter boxes, high quality street furniture, banners, hanging planters and other amenities. Trees can be placed in tree grates with continuous soil trenches using structural soil cells. These trenches can also double as stormwater retention.

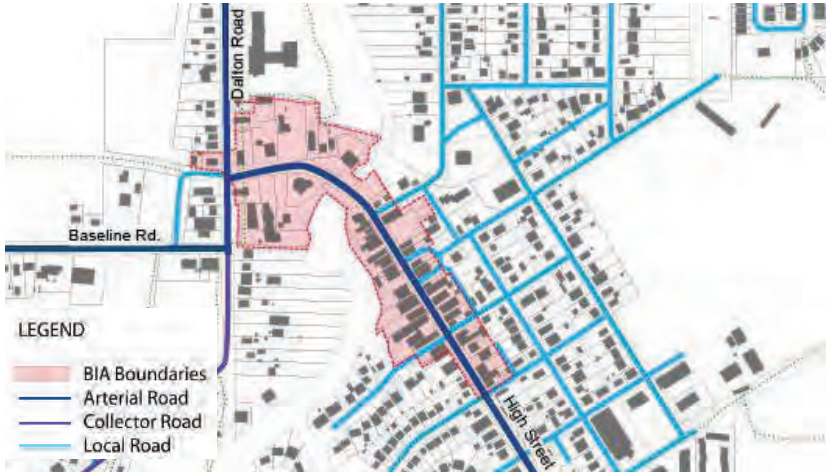


Figure 9: Sutton BIA - OP Street Hierarchy Overview

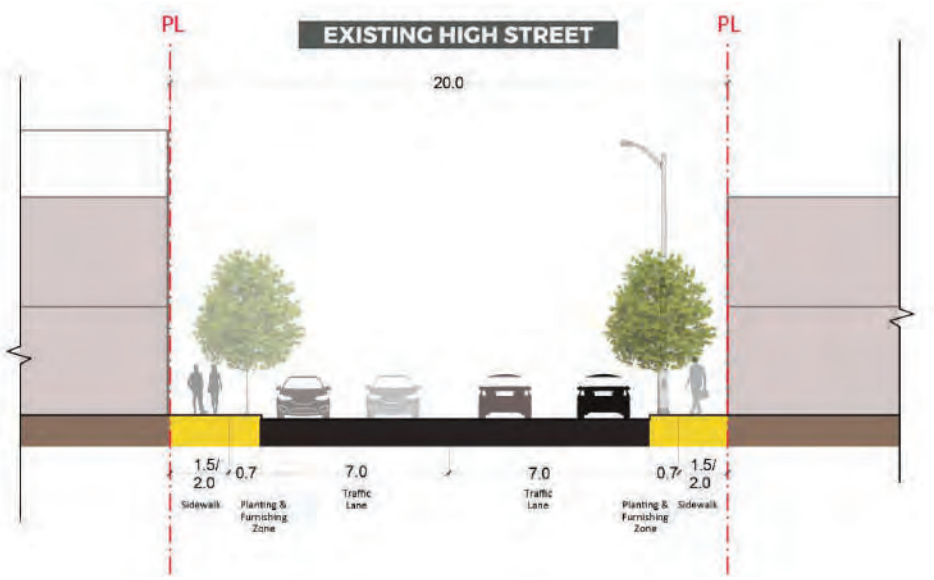


Figure 10: High Street - Existing cross section

Figure 11: High Street

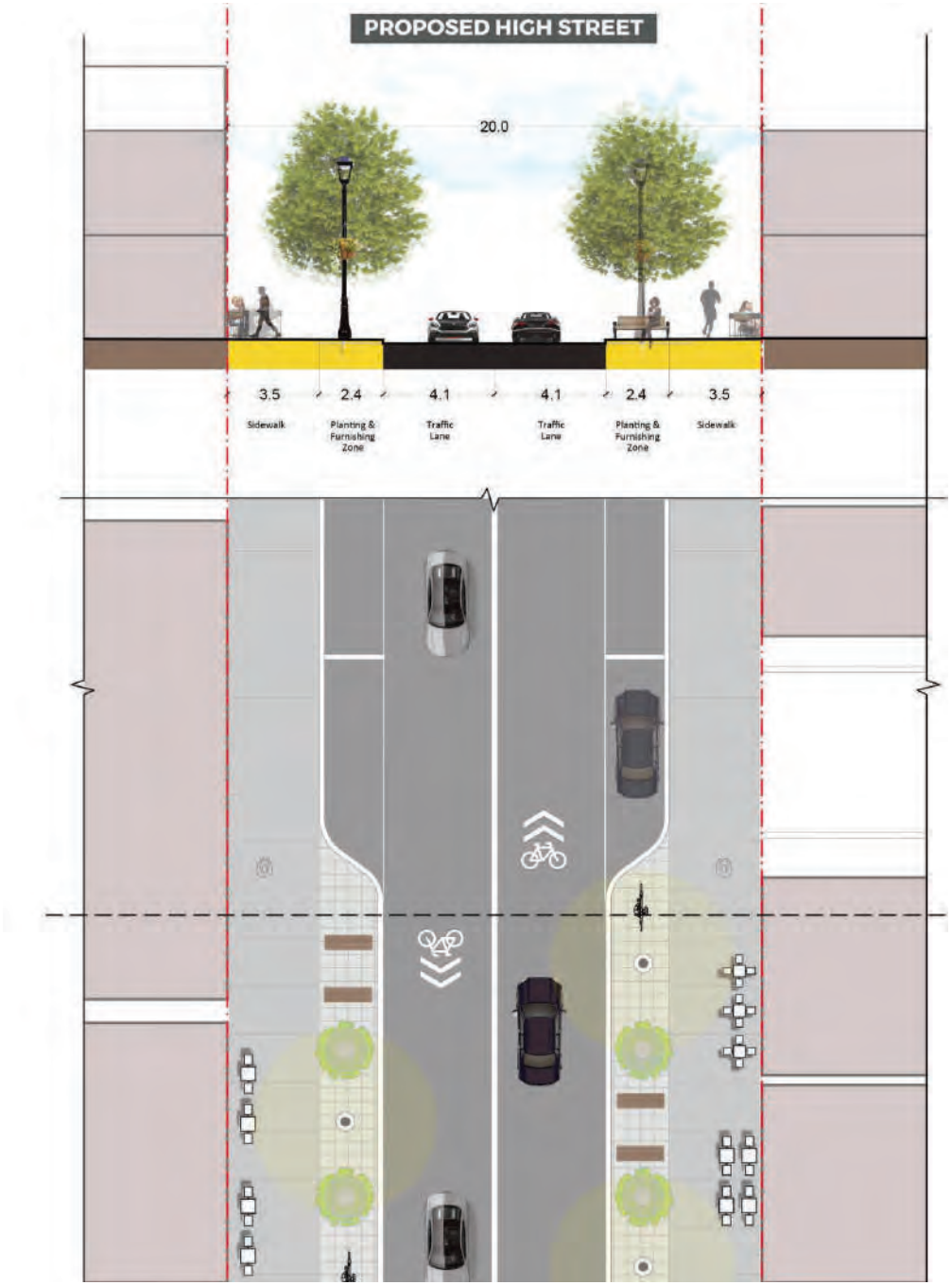


Figure 12: High Street - Proposed Cross Section and Detailed Plan

Image 14: Ample Street Furnishing

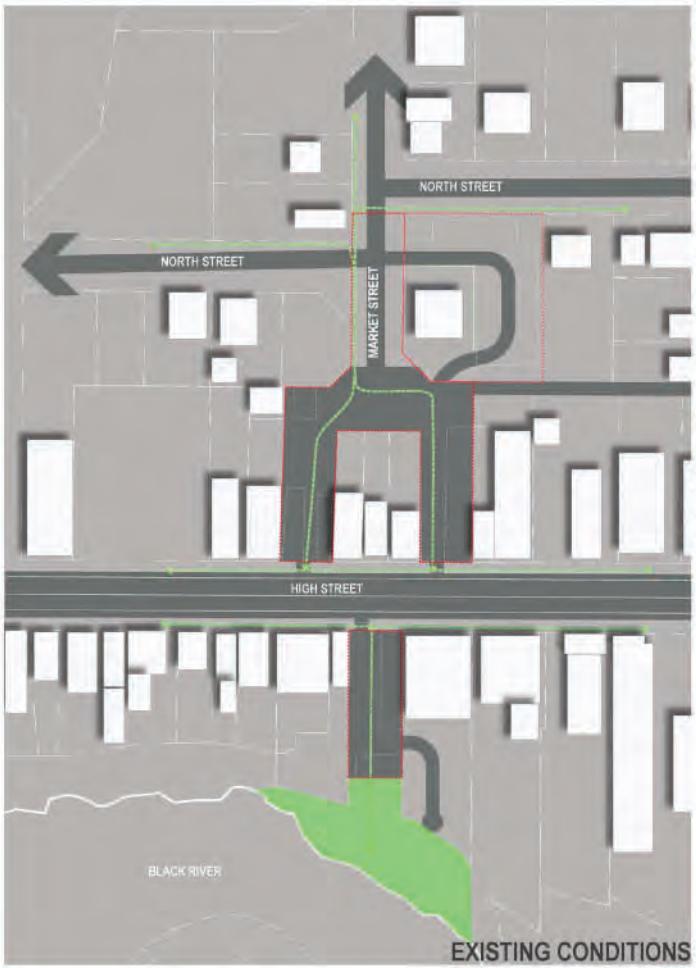
Image 16: Ample Street Furnishing

Image 13: Sharrow Bike Lanes

Image 15: Tree grate

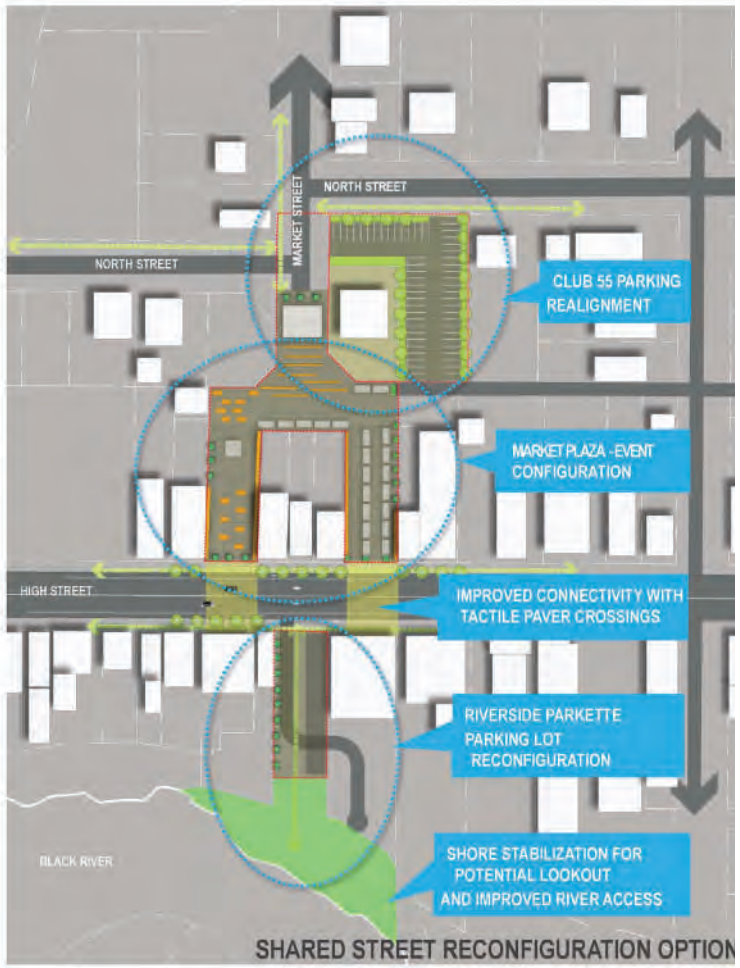
Image 17: Permeable Paving

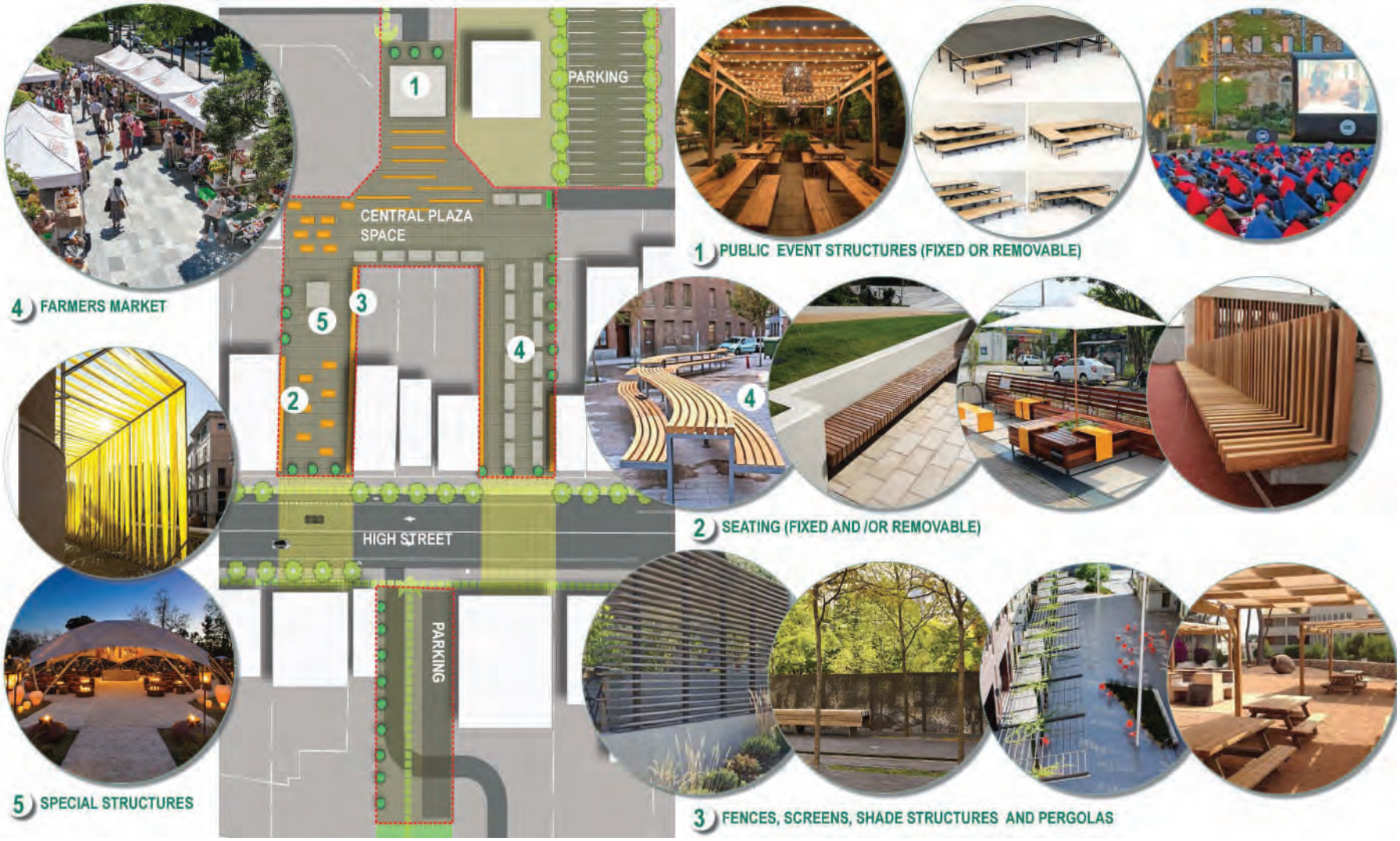
SUTTON MARKET - RECONFIGURATION IDEAS



DESIGN PRINCIPLES

- Create a destination place
- Use flexibility in the design to allow for temporary access closure during events
- Create a pedestrian friendly shared street with multi-functional character
- Design to allow for various events celebrations, markets and parking
- Incorporate ample, flexible seating, integrate public art and celebration of space
- Provide ambient and decorative lighting and landscaping improvements
- Consider improvements to side yards and frontages
- All-season design




PARKING
CENTRAL PLAZA SPACE
HIGH STREET
PARKING
1
2
3
4
5
1 PUBLIC EVENT STRUCTURES (FIXED OR REMOVABLE)
2 SEATING (FIXED AND /OR REMOVABLE)
3 FENCES, SCREENS, SHADE STRUCTURES AND PERGOLAS
4 FARMERS MARKET
5 SPECIAL STRUCTURES

PEFFERLAW

Due to its wider right of way, Pefferlaw Road is an ideal candidate for bioswales, open planters designed to harvest runoff directly from the streets and sidewalks, filtrating the sediments naturally without the need for soil trenches underneath. These can be planted with bioswale-specific tolerant shrubs, grasses and trees.

This streetscape type elevates natural elements within the busier areas of the town. Open boulevards are punctuated by hardscape areas that extend to the curb for seating and site furnishings. These are ideal environments for street trees, and do not require underground soil trench excavations unless additional soil volume is needed. Green boulevards can be planted with sod or colorful plantings, becoming a natural visual buffer against traffic.

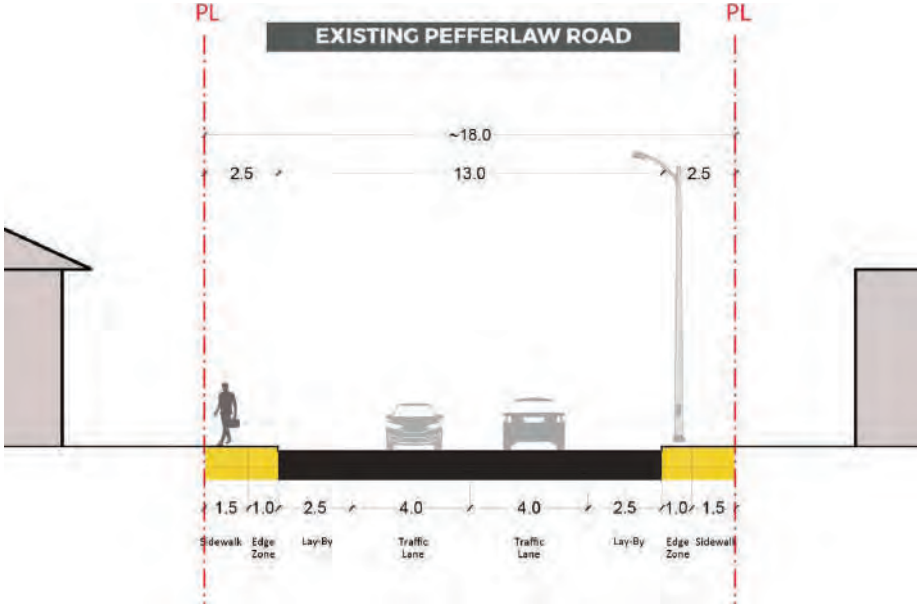


Figure 19: Pefferlaw Road - Existing cross section

Figure 18: Pefferlaw Business Area - OP Street Hierarchy Overview

Figure 20: Pefferlaw Road

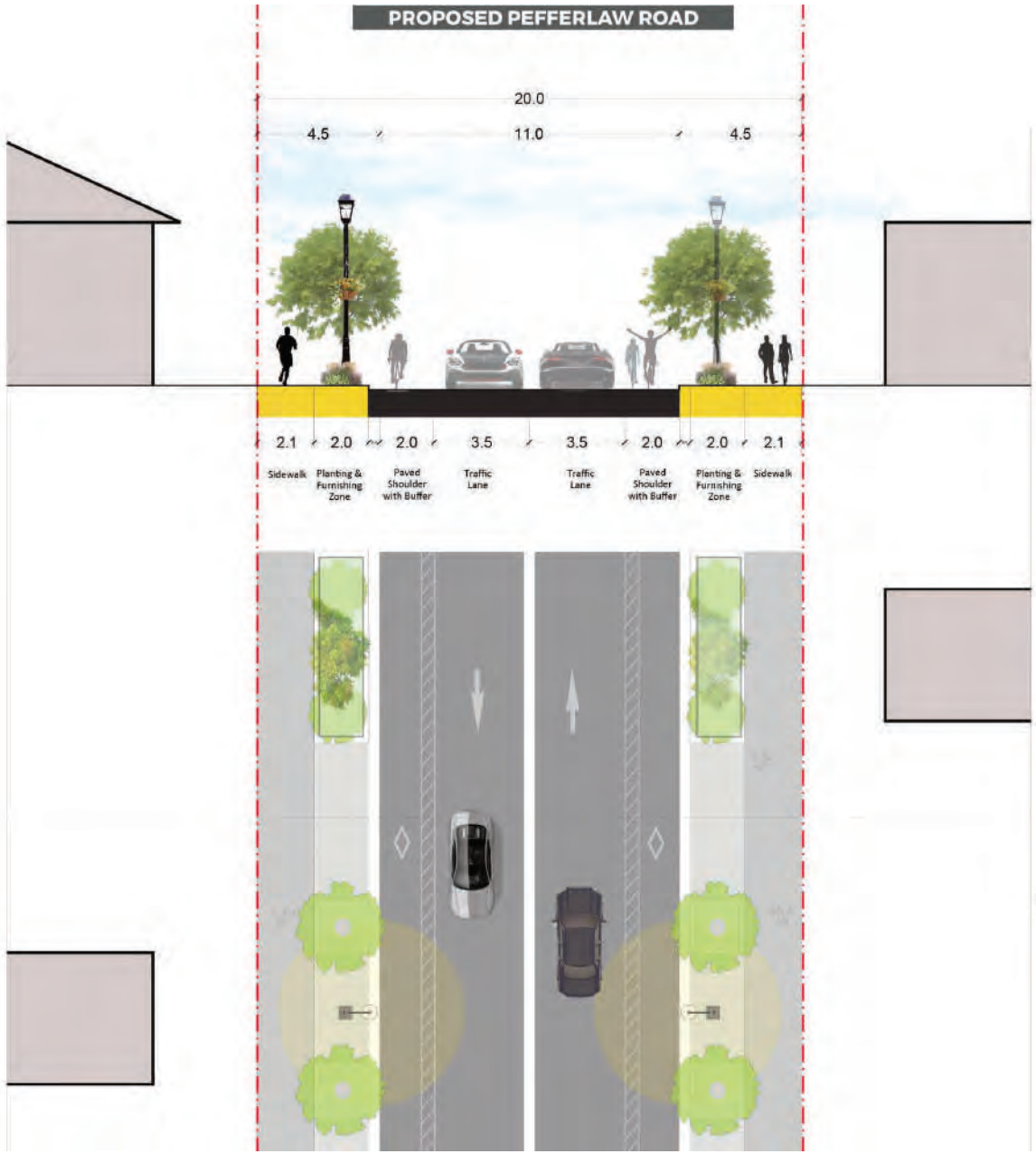


Figure 21: Pefferlaw Road - Proposed Cross Section and Detailed Plan

Image 22: Open planters

Image 23: Dedicated Bike Lane With Buffer

Image 24: Bioswales

JACKSON'S POINT

Lake Drive is one of the most beautiful streets in this part of the province. It has a gorgeous natural setting, a backdrop towards incredible sunsets and aligned with wonderful residential properties.

Through its Jackson's Point segment, it also carries numerous retail and commercial spaces, waterfront access and various institutional places. The right of way is generally narrow and constrained with limited options for any long term widenings, and despite this is really well traveled by all modes. Pedestrian realm is a priority in this segment so a narrowing of the vehicular lanes is unavoidable, so is finding parking alternatives elsewhere on side streets. Emphasis should be on expending the walkable, hardscaped areas, tree plantings maximized in tree grates using soil trenches if space and utilities allow or using planter boxes to soften the overall realm. Seating areas and wayfinding elements, bike rings and garbage receptacles are some of the key furnishings that need to be prioritized.

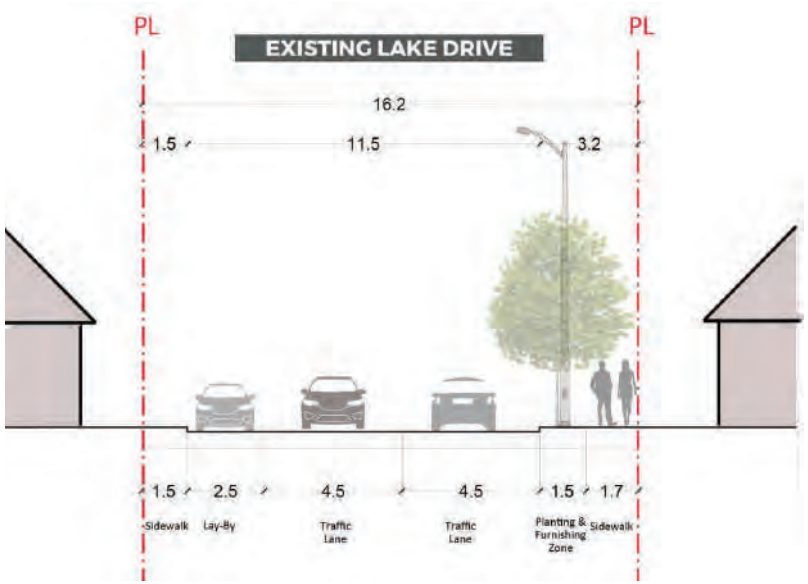


Figure 26: Lake Drive Existing cross section

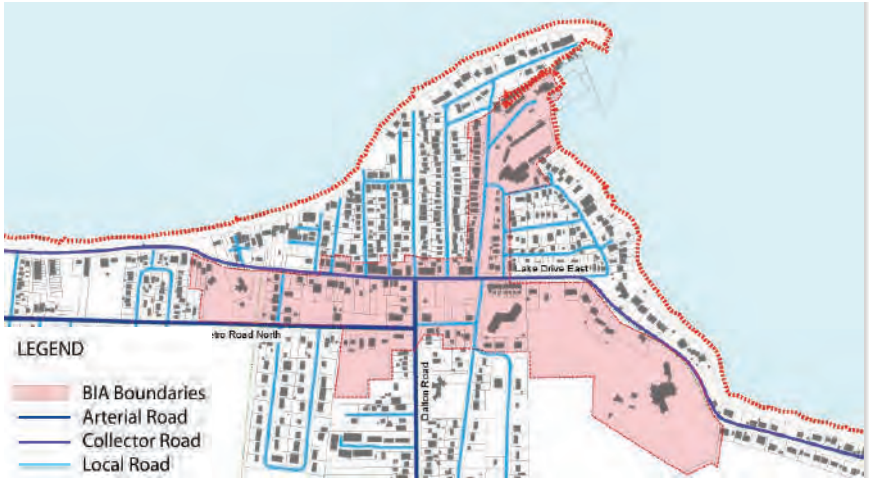


Figure 25: Jackson's Point BIA - OP Street Hierarchy Overview

Figure 27: The Lake Drive East

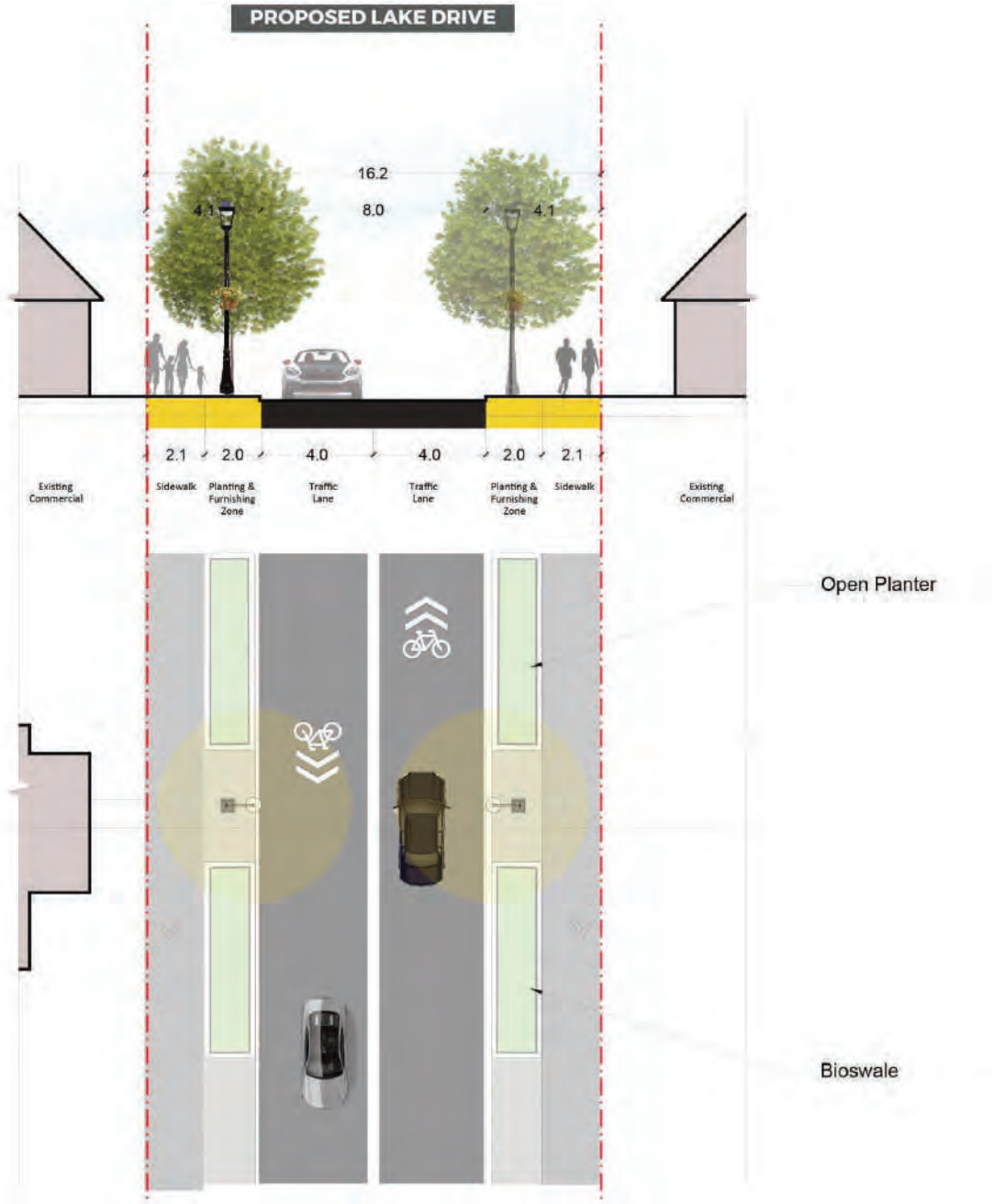


Figure 28: Lake Drive- Proposed cross section and detailed plan

Image 29: Active storefronts

Image 30: Decorative Paving

Image 31: Open Planter/ Bioswales

KESWICK

The Queensway is Keswick's cultural spine, with somewhat wider boulevards. As a great candidate for Green Street, emphasis should be placed on maximizing walking surfaces and enhancing theoverall streetscape with a combination of high quality pavings and furnishings, and tree plantings where feasible. Seating areas could be integrated with planters to maximize the available space for patios, and general pedestrian clearway.

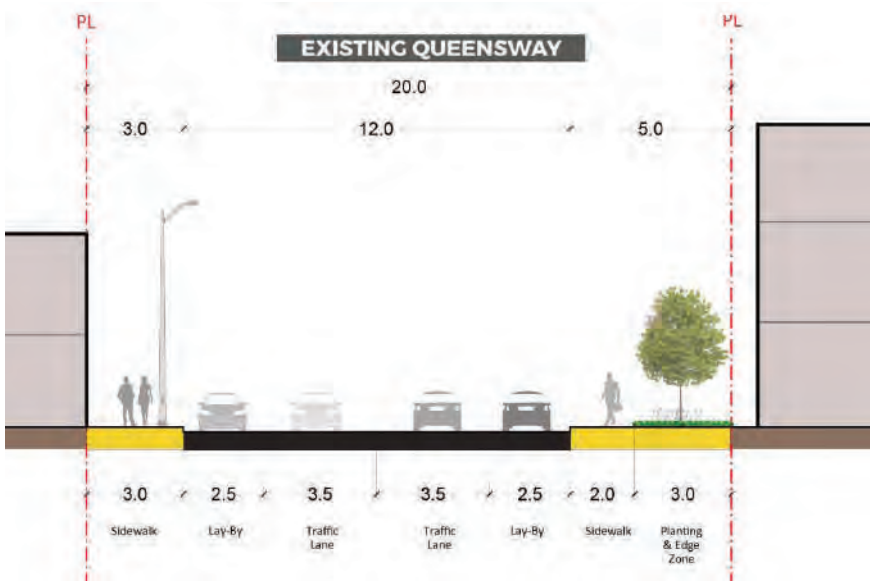


Figure 33: Queensway - Existing cross section

Figure 32: Keswick BIA - OP Street Hierarchy Overview

Figure 34: The Queensway at Simcoe Ave, Keswick

Figure 35: Queensway - Proposed cross section and detailed plan

Image 36: Active storefronts

Image 37: Tree grate

Image 38: Cafe seating area

KESWICK

The existing parkette at the corner of Church St and The Queensway has been selected as an immediate redesign demonstration area. A few key considerations were put forward to be included in the implementation phase such as providing a small space for outdoor gatherings, terraced slopes, new plantings and extra integrated seating with retaining walls.

STREETSCAPE ELEMENTS 4.0

STREETSCAPE ELEMENTS

The public realm is one of the most important components of any Town or neighbourhood. As such, the built form and streetscape treatments should provide an attractive, safe and comfortable pedestrian environment, while maintaining the overall visual cohesiveness of the area. This can be achieved through a variety of design responses, which include, but are not limited to, ground level facade treatments (ie transparent glass that shares the interior activities with the street), architectural details, paving patterns, shade, seating, adequate sidewalk widths and other features.

Paving

The use of specialty paving will be provided at important intersections and / or pedestrian crosswalks to delineate the pedestrian realm. New sidewalk pavement will be flush to allow for wheelchair access.

The colour and pattern of the concrete and granite unit pavers should be chosen to reinforce neighbourhood or area identity. The distinct surface and contrasting colour of the pavers serve dual purposes as they are not only aesthetic elements in the streetscape, but they additionally function as safety components for the visually impaired: they act as a warning strip for vertical obstacles and demarcate the edge of the curb and sidewalk zone.

Decorative bands do not cross lanes, driveways or crosswalks.

- Permeable unit paving should be used where practical in the Planting and Furnishing Zone to allow storm water to passively irrigate street trees. Premeable paving will be used above soil trenches to passively irrigate trees, allowing for water and oxygen to reach tree roots.
- Precast concrete unit paving will be used for on-street parking and furnishing zone in various colour and patterns to allow storm water to passively irrigate street trees.

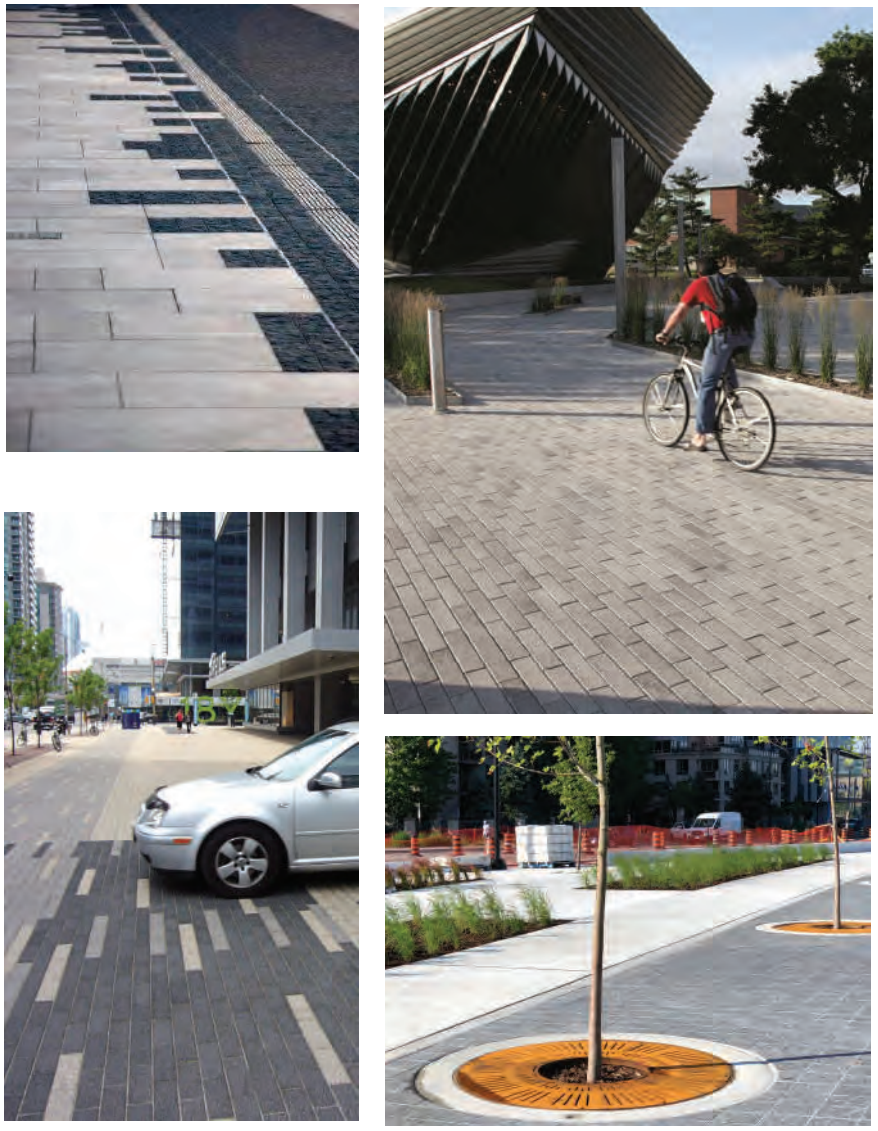
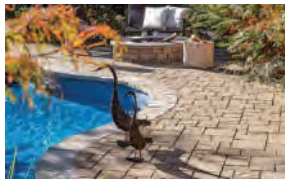


Image 39: Paving Examples for Hardscape

Paver

TRAFALGAR COLLECTION

Trafalgar®60 Pavers



Technilseal **Sand 1 Bag -** Approx. 38 ft² coverage

Pedestrian - Designed to withstand pedestrian traffic

Vehicular - Designed to withstand car traffic

Permeable - Designed to allow runoff to pass through

Trafalgar®60 Pavers

		Dimensions (mm)	Dimensions (in)
	A	60 x 200 x 100	2 3/8 x 7 7/8 x 3 15/16
	B	60 x 200 x 200	2 3/8 x 7 7/8 x 7 7/8
	C	60 x 300 x 200	2 3/8 x 11 13/16 x 7 7/8
Weight/unit (avg.)		6 kg	12 lb
Units/area (avg.)		25.00 units/m²	2.32 units/ft²
Area/layer		1.08 m²	11.63 ft²
Area/cube		**10.80 m²** **10 Rows**	**116.30 ft²**
Qty/cube		A = 80 B = 80	C = 100
Length/layer (1)		5.40 lin. m	17.72 lin. ft
Length/cube (1)		54.00 lin. m	177.20 lin. ft
Weight/cube		1466 kg	3230 lb

(1) Soldier course

Colours

Codes	Colours
PRESTIGE COLOURS	
10550441	Range Amboise Beige
10550442	Range Margaux Beige
STANDARD COLOURS	
10550366	Range Laurentia Grey*
10550368	Range Norvick Grey
10550370	Range Newport Grey
10550375	Range Penfield Brown*

Sold in full cubes only
Production location – Woodstock
* **Products available while supplies last**

Typical row

Trafalgar®60 Large Square Pavers

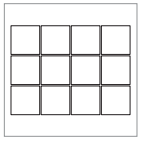
		Dimensions (mm)	Dimensions (in)
	D	60 x 300 x 300	2 3/8 x 11 13/16 x 11 13/16
Weight/unit		12 kg	27 lb
Units/area		11.11 units/m²	1.03 units/ft²
Area/layer		1.08 m²	11.63 ft²
Area/cube		**10.80 m²** **10 Rows**	**116.30 ft²**
Length/layer		3.60 lin. m	11.80 lin. ft
Length/cube		36.00 lin. m	118.00 lin. ft
Qty/cube		120 units	120 units
Weight/cube		1466 kg	3230 lb

Colours

Codes	Colours
PRESTIGE COLOURS	
10550379	Rockland Black
10550547	Range Amboise Beige
10550548	Range Margaux Beige
STANDARD COLOURS	
10550367	Range Laurentia Grey*
10550371	Range Norvick Grey
10550373	Range Newport Grey
10550374	Range Penfield Brown*

Sold in full cubes only
Production location – Woodstock
* **Products available while supplies last**

Typical row



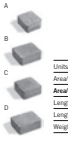
HERITAGE COLLECTION

Paleo® Plus Pavers

Pedestrian - Designed to withstand pedestrian traffic

Vehicular - Designed to withstand car traffic

Paleo® Plus Pavers

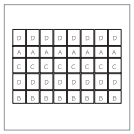


		Dimensions (mm)	Dimensions (in)
	A	60 x 150 x 130	2 3/8 x 5 7/8 x 5 1/8
	B	60 x 150 x 150	2 3/8 x 5 7/8 x 5 7/8
	C	60 x 150 x 170	2 3/8 x 5 7/8 x 6 11/16
	D	60 x 150 x 188	2 3/8 x 5 7/8 x 7 3/8
Units/area (avg.)		40.40 units/m²	3.75 units/ft²
Area/layer		0.99 m²	10.66 ft²
Area/cube		**11.89 m²** **12 Rows**	**127.92 ft²**
Length/layer		6.60 lin. m	21.65 lin. ft
Length/cube		79.20 lin. m	259.85 lin. ft
Weight/cube		1671 kg	3677 lbs

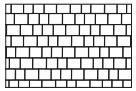
Colours

Codes	Colours
10079015	Bourbon Beige
10079016	Range Norvick Grey

Typical row



Laying Patterns



LINEAR PATTERN

Notes

Setting of joint-filling sand: Cover the vibrating plate with a removable rubber tread (neoprene or polypropylene).

Cover the snow removal tools with Teflon or neoprene protectors to minimize the risk of damage from scratches or concrete shards.

Laying patterns: These laying patterns are by way of example only and represent only a few of many possibilities. Permacon shall not be responsible for the excess or shortage of pavers resulting from installation according to these laying patterns.

MELVILLE COLLECTION

Melville® 80 Pavers

Technilseal **Sand 1 Bag -** Approx. 53 ft² coverage

Pedestrian - Designed to withstand pedestrian traffic

Vehicular - Designed to withstand car traffic

Melville® 80 Pavers

		Dimensions (mm)	Dimensions (in)
	A	80 x 190 x 380	3 1/8 x 7 ½ x 15
	B	80 x 380 x 380	3 1/8 x 15 x 15
	C	80 x 380 x 570	3 1/8 x 15 x 22 7/16
Weight/unit (avg.)		27 kg	60 lb
Units/area (avg.)		6.93 units/m²	0.65 units/ft²
Area/layer		0.87 m²	9.33 ft²
Area/cube		**7.83 m²** **9 Rows**	**83.97 ft²**
Qty/cube		A = 18 B = 18	C = 18
Length/layer (1)		2.28 lin. m	7.48 lin. ft
Length/cube (1)		20.52 lin. m	67.32 lin. ft
Weight/cube		1463 kg	3225 lb

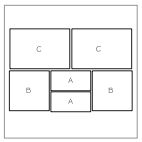
(1) Soldier course

Colours

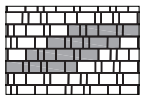
Codes	Colours
PRESTIGE COLOURS	
10550869	Range Amber Beige
10550557	Rockland Black*
10550447	Range Margaux Beige
10550446	Range Scandina Grey
STANDARD COLOURS	
10550868	Range Shaded Grey
10551053	Range Habano Brown*
10550558	Range Newport Grey
10550556	Range Savannah Beige*
10551113	Range Norvick Grey

Can be double stacked
Sold in full cubes only
Production location – Bolton
* **Products available while supplies last**

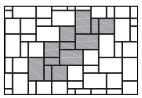
Typical row



Laying Patterns



MELVILLE 80
LINEAR PATTERN



MELVILLE 80
MODULAR PATTERN

Notes

Setting of joint-filling sand: Cover the vibrating plate with a removable rubber tread (neoprene or polypropylene).

Cover the snow removal tools with Teflon or neoprene protectors to minimize the risk of damage from scratches or concrete shards.

Laying patterns: These laying patterns are by way of example only and represent only a few of many possibilities. Permacon shall not be responsible for the excess or shortage of pavers resulting from installation according to these laying patterns.

Low-Impact Development

LID involves the use of landscape features to manage rainfall at the source and protect and enhance water quality by replicating the function of natural watersheds. LID options will not be appropriate in all cases, but should be considered on a project-by-project basis for both new and existing streets. They play a critical role in improving water retention and should be designed to protect the quality of the Town's groundwater and watersheds. They can also be designed to enhance the streetscape, protect animal habitats and provide additional landscaped space in the boulevard that is both functional and aesthetic. When LIDs are implemented in the road ROW, other municipalities generally experience reduced operations and maintenance costs when compared with traditional storm water management systems.

Incorporate LID practices where possible, as appropriate to road typology. LID options include:

- Bioretention planters, units or curb extensions
- Bio-swales or drainage swales
- Permeable paving
- Soil cells
- Perforated pipe systems
- Maintenance regimes are established
- Where possible, replace unnecessarily paved areas with permeable materials
- Do not use permeable materials in the pedestrian clearway as they are generally not Accessibility for Ontarians with Disabilities Act(AODA)compliant
- Use salt tolerant, indigenous shrubs and grasses
- Where possible, water should pass through engineered filter media and include an underdrain which conveys the filtered storm water to a storm drain system or other suitable surface outlet
- LIDs should not interfere with sight lines at intersections

Image 40: Bioswales and Vegetative Filters (LID for Stormwater Management)

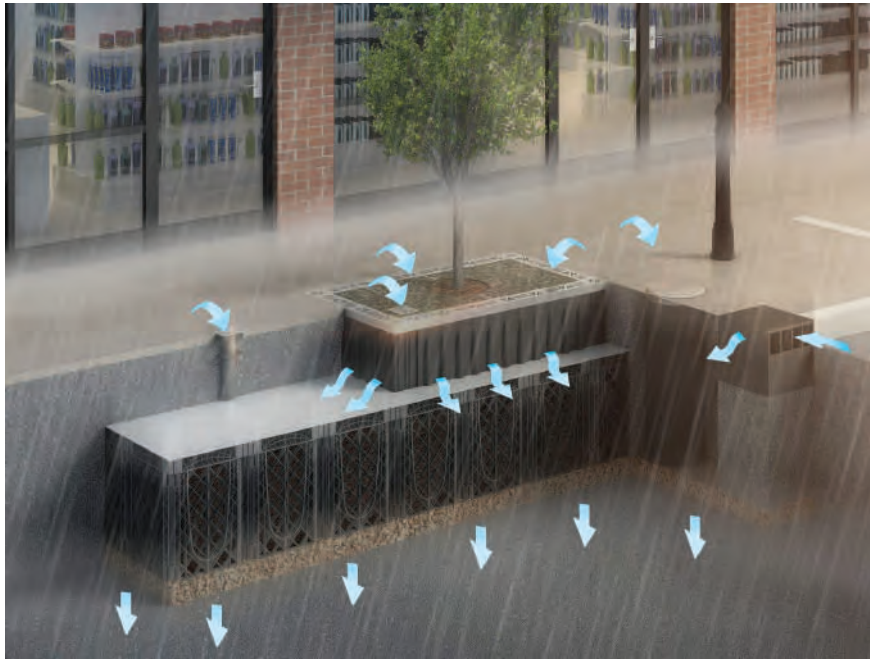


Image 41: Bioretention Planter

Resilience

This Street Design Manual is proposing a future ready approach by seeking inspiration in the town's rich cultural past and by responding to its current hydrographical challenges. In the context of a changing climate, downtown core will be designed with the capaTown to recover quickly from extreme weather events.

Reduce impact of extreme runoff and provide resiliency to flooding

- Integrate innovative stormwater management strategies to reduce the impact of extreme rainfalls
- Soil trenches with stormwater retention cells beneath hardscaping
- Bioswales harvesting stormwater runoff inside open planters
- Dry Stormwater Retention Cell– designed to store large quantities of runoff during storm events
- Reduce impacts of extreme heat
- Plant shade trees and install shade structures in strategic locations to enhance pedestrian comfort and reduce the impacts of extreme heat.

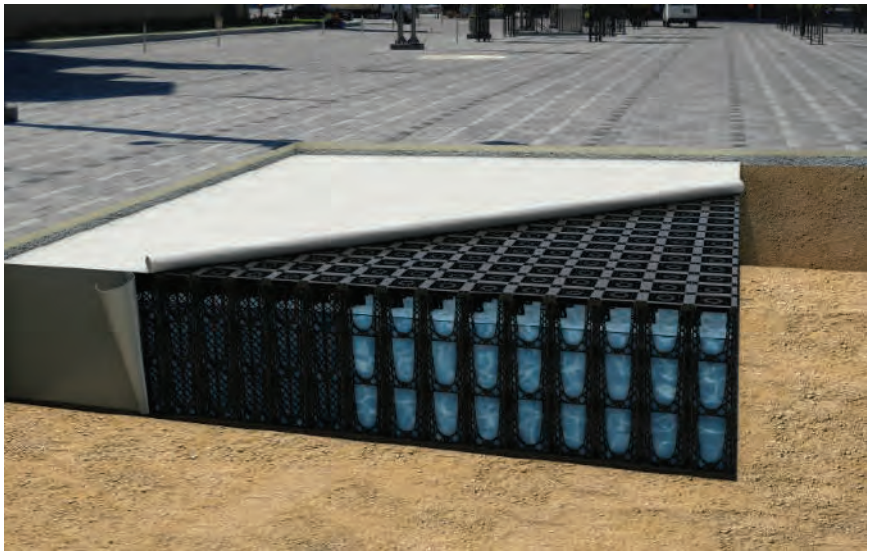


Image 42: Underground Detention Pond

Image 43: Silva Cell - Tree and Stormwater Management System

Amenity Areas

High-quality and strategic amenity areas design of the commercial/ retail will reinforce the pedestrian oriented vision of downtown Paris and ensure a vibrant public realm.

Following apply to the amenity of commercial/ retails areas:

- The significant sidewalks in the commercial/retail area shall have decorative paving or be painted to create safe, pedestrian-oriented spaces;
- Areas for outdoor seating shall be provided adjacent to restaurant, such as patios, to contribute to a vibrant public realm
- Street furniture, suck as seating, garbage receptacles and bicycle racks, shall be provided at appropriate locations;
- Open spaces shall provide both planted and paved areas;
- Pedestrian-scale lighting hall enhance the night image of the commercial/retail area

Image 44: Hardscape Boulevard with street Furnishings

Bike Lanes

As people become more aware of the negative health effects that come from lack of physical activity and reduced air quality from our reliance on motor vehicles, the demand for municipalities to adopt more sustainable land use and mobility strategies increases.

The purpose of Bike lane is to provide additional safety for cyclists riding on busy roads. As a result of their separated design, they appeal to a wider range of cyclists, including those who are not comfortable riding in mixed traffic, and they provide safer cycling conditions on wide, busy roads. Bike facilities are the means to encourage people to cycle more often. in the downtown area, there are opportunities for cycling.

Image 45: Dedicated Bike lane with buffer

Planting

The Planting Zone is located between the sidewalk and the edge zone, and provides space for street amenities. Incorporated LID practices where possible, example.

Bioswales and open planters designed to harvest runoff directly from the streets and sidewalks, filtrating the sediments naturally without the need for soil trenches beneath. These can be planted with bioswale specific tolerant shrubs, grasses and trees such as water lilies, winterberry, witch hazel or swamp white oaks.

Image 46: Ornamental Planting

Image 47: Tree Pit Plantings

Trees

Street trees enhance the aesthetic and pedestrian comfort of public environments, creating year-round interest, providing protection from the elements, and improving micro-climatic conditions. Street trees must be coordinated with utilities to ensure their long-term and sustainable growth. The location and frequency of street trees is dependent on street hierarchy, and will contribute to reinforcing the role of each street type within the circulation network. Sustainability objectives should be considered when determining the placement of trees to ensure that an appropriate balance between solar gain, and building heating and cooling is achieved.

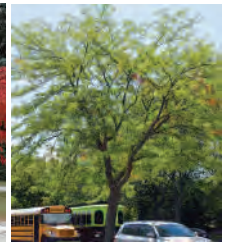
Special considerations for the selection and allocation of street trees:

- Plant trees that are hardy, salt-tolerant, high branching, and of deciduous varieties that can tolerate street environments;
- Preference should be given to native species;
- Plant a variety of species and avoid monocultures;
- Street trees species and spacing shall be selected to complement the street type and to provide a large canopy.

Ginkgo biloba (Maidenhair Tree)

Amelanchier laevis Wieg(Allegheny Serviceberry)

Acer ginnala 'Flame' (Amur Maple)



Gleditsia triacanhos intermis (Skyline honeylocust)

Ginkgo Biloba (Maidenhair Tree)

Quercus Rubra (Red Oak)

Syringa reticulata 'Ivory Silk' (Japanese Tree Lilac)

Tilia x flavescens 'Glenleven' (Glenleven Linden)

Site Furnishing

Street furnishings will be used to unify and enhance landscape elements within the pedestrian realm. The frequent and coordinated siting of tree planting, lighting and street furniture will help define the streetscape and direct pedestrian movement. Hard and soft landscaping shall include furniture, planting and trees to create comfortable gathering spaces;

Whether a transit shelter, bench, sign post, or litter/recycling container, street furnishings must be well-designed to serve their purpose, contribute positively to the appearance of the public realm, and be adaptable to various streetscape conditions throughout the City. Streetscapes come in many forms. Some have wide sidewalks and plenty of space to place furnishings, grow trees, and provide accessible routes with little conflict and overlap. Other streetscapes have limited space and may be congested with competing needs, such as markets, outdoor cafes, trees and planters, high volumes of pedestrian traffic and bicycle parking.

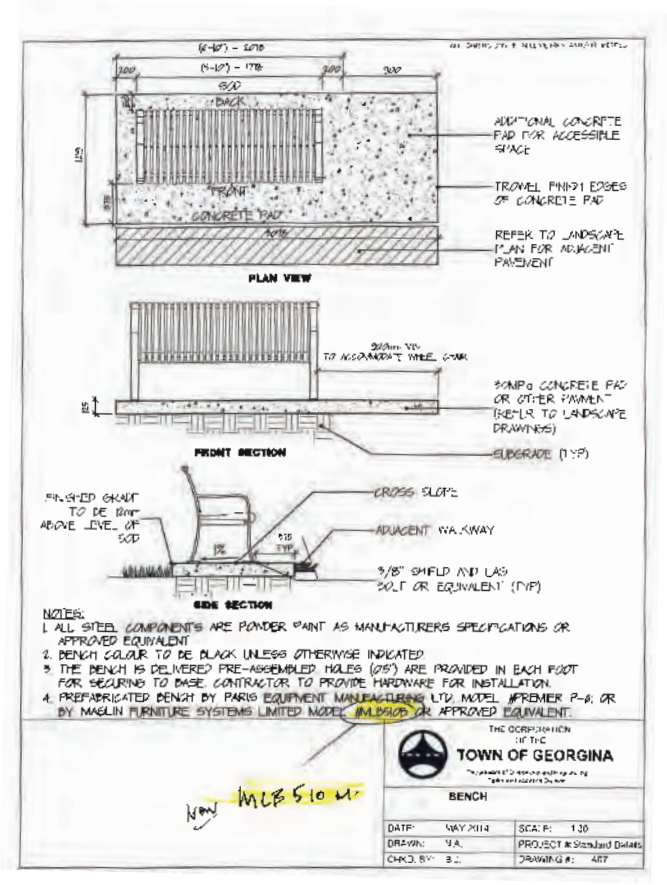
Furniture and Utilities are:

- Benches
- Waste receptacle
- Bike Racks
- Bollards
- Raised planter
- Integrated Planter with Bench
- Tree grates
- Fence and Railing
- Transit Shelter
- Ash Tray
- Lighting

Image 48: Street Furnishing

Benches

Current



Traditional

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SCARBOROUGH™

Product Data Sheet

Scarborough is welcoming and comfortable in two versions. The horizontal strap seat is clean and simple. The woven seat suggests the familiar strapping fabric of patio furniture. The patented design is assembled as a warp and weft construction of pre-formed parts. The backless Scarborough bench can be used from either side and is ideal for narrow spaces. Litter receptacles with strap or square bar vertical panels are nicely scaled to the bench and the human form. Scarborough transcends categories. It is remarkably durable not only in the way it wears but in the way it remains current over time.

Bench

- Woven and horizontal strap seat styles may be specified for backed or backless benches.
- Backed benches are offered in 24", 48", 72", or 96" lengths.
- Backless benches are offered in 48", 72", or 96" lengths.
- Center arm may be specified on backed benches in 72" or 96" lengths.
- Bench in 96" length available with two intermediate arms.

	STYLE	DEPTH	WIDTH	HEIGHT	PRODUCT WEIGHT
	96" with two intermediate arms	28"	97"	34"	strap: 234 lb weave: 211 lb
	72" with center arm	28"	73"	34"	strap: 186 lb weave: 169 lb
	48"	28"	49"	34"	strap: 132 lb weave:126 lb
	24"	28"	22"	34"	strap: 89 lb weave: 86 lb
	backless 96"	28"	97"	28"	strap:150 lb weave:136 lb
	backless 72"	28"	73"	28"	strap: 126 lb weave: 114 lb
	backless 48"	28"	49"	28"	strap: 97 lb weave: 93 lb

Contemporary

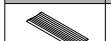
Generation 50

landscapeforms

Product Data Sheet



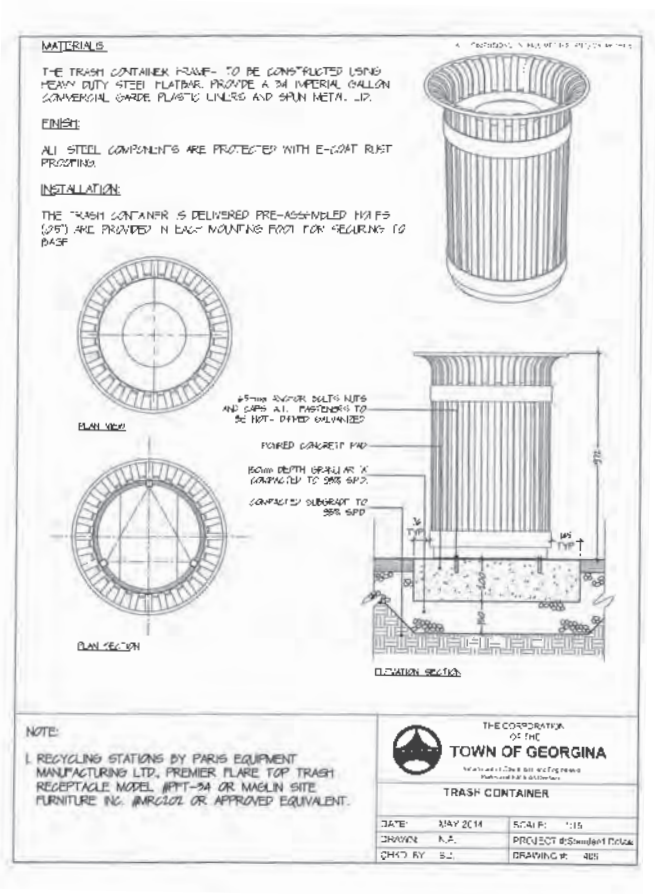
	Style	Depth	Width/ Length	Height	Weight
	Cantilever Backless	23.5"	72"	17"	82 lbs
	Cantilever Backless with (2) arms	23.5"	72"	21.25"	89 lbs
	Cantilever Backless with (3) arms	23.5"	72"	21.25"	92 lbs
	Cantilever Backed	26"	72"	32.75"	127 lbs
	Cantilever Backed with (2) arms	26"	72"	32.75"	136 lbs
	Cantilever Backed with (3) arms	26"	72"	32.75"	140 lbs
	Wall Mount Backed	28.5"	72"	27"	133 lbs
	Wall Mount Backed with (2) arms	28.5"	72"	27"	141 lbs
	Wall Mount Backed with (3) arms	28.5"	72"	27"	146 lbs

	Style	Depth	Width/ Length	Height	Weight
	Top of Wall Backless	23.5"	72"	6"	78 lbs
	Top of Wall Backless with (2) arms	23.5"	72"	10.25"	85 lbs
	Top of Wall Backless with (3) arms	23.5"	72"	10.25"	89 lbs
	Top of Wall Backed	26"	72"	21.5"	123 lbs
	Top of Wall Backed with (2) arms	26"	72"	21.5"	131 lbs
	Top of Wall Backed with (3) arms	26"	72"	21.5"	136 lbs
	Wall Mount Backless	28.5"	72"	11.5"	90 lbs
	Wall Mount Backless with (2) arms	28.5"	72"	15"	97 lbs
	Wall Mount Backless with (3) arms	28.5"	72"	15"	101 lbs

PALISADE

Waste Receptacle (Single)

Current | Traditional | Contemporary



MATERIALS

THE TRASH CONTAINER FRAME- TO BE CONSTRUCTED USING HEAVY DUTY STEEL FLATBAR. PROVIDE A 34 IMPERIAL GALLON COMMERCIAL GARDE PLASTIC LINERS AND SPUN METAL LID.

FINISH:

ALL STEEL COMPONENTS ARE PROTECTED WITH E-COAT RUST PROOFING.

INSTALLATION:

THE TRASH CONTAINER IS DELIVERED PRE-ASSEMBLED HOLES (.25") ARE PROVIDED IN EACH MOUNTING FOOT FOR SECURING TO BASE

PLAN VIEW

POURED CONCRETE PAD

PLAN SECTION

ELEVATION SECTION

NOTE:

1. RECYCLING STATIONS BY PARIS EQUIPMENT MANUFACTURING LTD., PREMIER FLARE TOP TRASH RECEPTACLE MODEL #PFT-34 OR MAGLIN SITE FURNITURE INC. #MRC20L OR APPROVED EQUIVALENT.

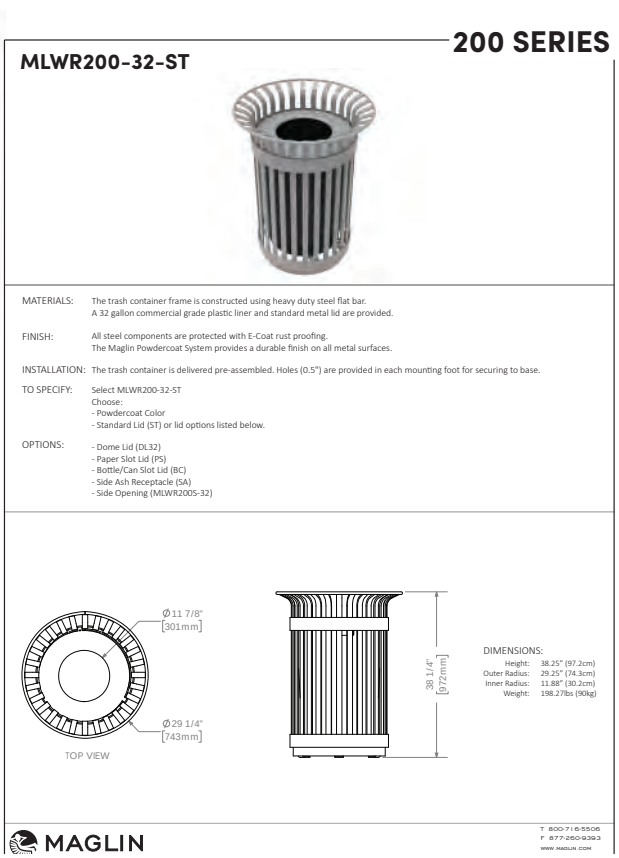
THE CORPORATION OF THE TOWN OF GEORGINA

TRASH CONTAINER

DATE: MAY 2014 SCALE: 1:15

DRAWN: M.A. PROJECT #: Standard Details

CHKD BY: S.L. DRAWING #: 405



200 SERIES

MLWR200-32-ST

MATERIALS: The trash container frame is constructed using heavy duty steel flat bar. A 32 gallon commercial grade plastic liner and standard metal lid are provided.

FINISH: All steel components are protected with E-Coat rust proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

INSTALLATION: The trash container is delivered pre-assembled. Holes (0.5") are provided in each mounting foot for securing to base.

TO SPECIFY: Select MLWR200-32-ST
Choose:
- Powdercoat Color
- Standard Lid (ST) or lid options listed below.

OPTIONS:
- Dome Lid (DL32)
- Paper Slot Lid (PS)
- Bottle/Can Slot Lid (BC)
- Side Ash Receptacle (SA)
- Side Opening (MLWR200S-32)

Ø 11 7/8" [301mm]

Ø 29 1/4" [743mm]

TOP VIEW

38 1/4" [972mm]

DIMENSIONS:
Height: 38.25" (97.2cm)
Outer Radius: 29.25" (74.3cm)
Inner Radius: 11.88" (30.2cm)
Weight: 198.27lbs (90kg)

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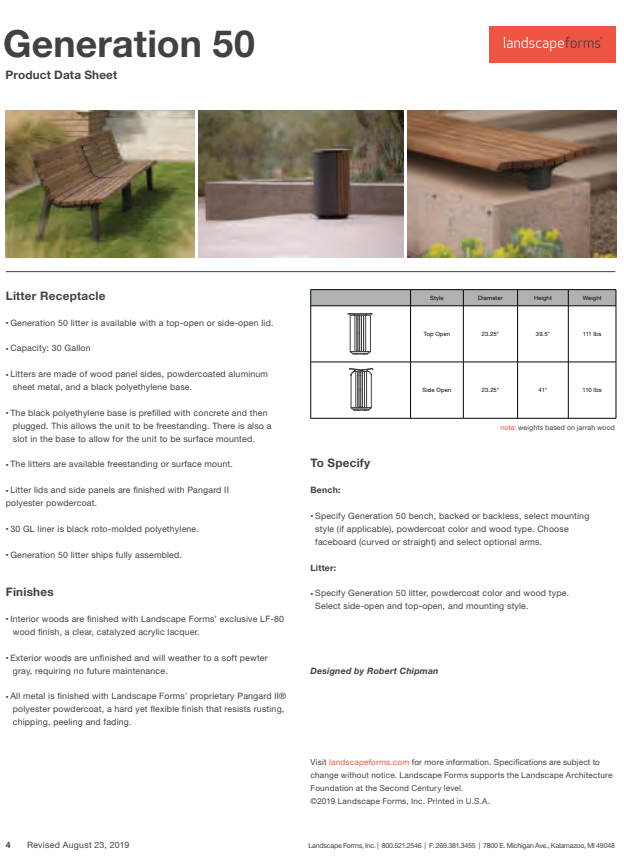

Generation 50

landscapeforms

Product Data Sheet

Litter Receptacle

- Generation 50 litter is available with a top-open or side-open lid.
- Capacity: 30 Gallon
- Litters are made of wood panel sides, powdercoated aluminum sheet metal, and a black polyethylene base.
- The black polyethylene base is prefilled with concrete and then plugged. This allows the unit to be freestanding. There is also a slot in the base to allow for the unit to be surface mounted.
- The litters are available freestanding or surface mount.
- Litter lids and side panels are finished with Pangard II polyester powdercoat.
- 30 GL liner is black roto-molded polyethylene.
- Generation 50 litter ships fully assembled.

	Style	Diameter	Height	Weight
	Top Open	23.25"	39.5"	111 lbs
	Side Open	23.25"	41"	110 lbs

note: weights based on Jarrah wood

Finishes

- Interior woods are finished with Landscape Forms' exclusive LF-80 wood finish, a clear, catalyzed acrylic lacquer.
- Exterior woods are unfinished and will weather to a soft pewter gray, requiring no future maintenance.
- All metal is finished with Landscape Forms' proprietary Pangard II® polyester powdercoat, a hard yet flexible finish that resists rusting, chipping, peeling and fading.

To Specify

Bench:

- Specify Generation 50 bench, backed or backless, select mounting style (if applicable), powdercoat color and wood type. Choose faceboard (curved or straight) and select optional arms.

Litter:

- Specify Generation 50 litter, powdercoat color and wood type. Select side-open and top-open, and mounting style.

Designed by Robert Chipman

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4 Revised August 23, 2019

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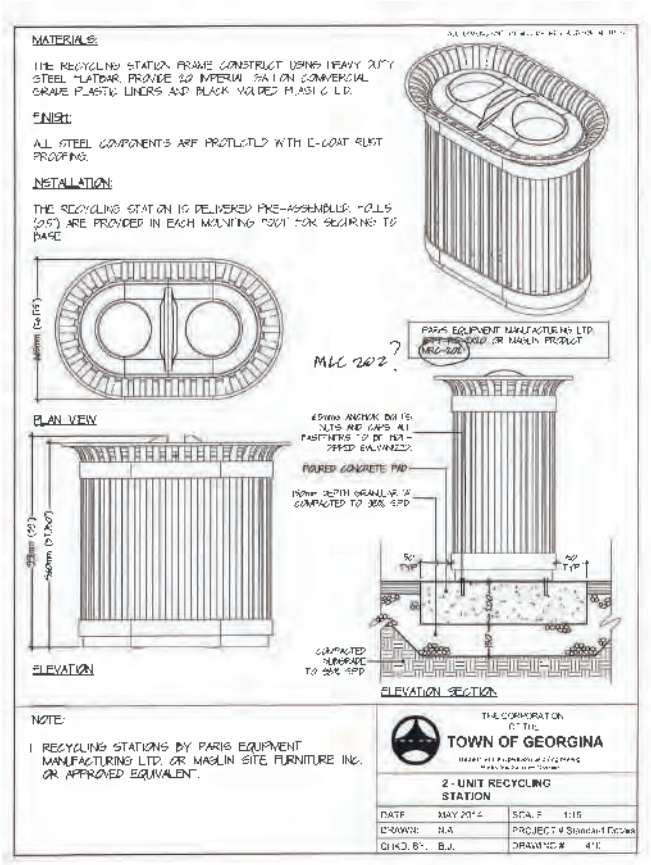
Waste Receptacle (Dual)

Current	Traditional	Contemporary



RECYCLING STATIONS

MAGLIN™

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MRC252-ST

MATERIALS: The recycling station frame is constructed using heavy duty steel flatbar. 2 - 20 gallon commercial grade plastic liners and black molded plastic lid are provided.

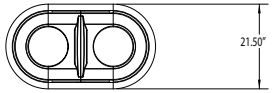
FINISH: All steel components are protected with E-Coat rust proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

INSTALLATION: The recycling station is delivered pre-assembled. Holes (0.5") are provided in each mounting foot for securing to base.

TO SPECIFY: Select MRC252
Choose:
- Powdercoat Color
- Standard Lid (ST) or lid options shown below

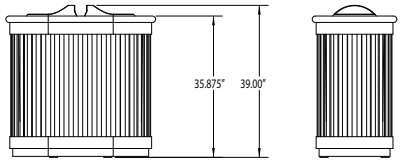
OPTIONS:
- Recycle Labels
- Spun Metal Lids
  - Trash Opening (MTO)
  - Bottle/Can Lid (MBC)
  - Paper Slot Lid (MPS)

*also available in 3 unit configuration - MRC253



DIMENSIONS:

Height:	35.875" (91.1 cm)
Width:	21.50" (54.6 cm)
Depth:	38.00" (96.5 cm)
Weight:	250lbs (113kg)
Liner Capacity: (each)	2 x 20.0 Gallons 2 x 75.7 Litres



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LEXICON

LXRC1502-48-MS-RS

MATERIALS: The trash/recycle unit is constructed using a steel frame with laser cut and formed steel body panels. A 32 gallon, and a 16 gallon commercial grade plastic liner and standard metal lids are provided.

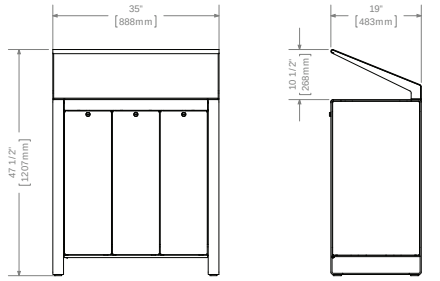
FINISH: All steel components are protected with E-Coat rust proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

INSTALLATION: The trash/recycle unit is delivered pre-assembled. Holes (9/16") are provided in each mounting foot for securing to base.

TO SPECIFY: Select LXRC1502-48-MS-RS
Choose:
- Powdercoat Color

FEATURES:
- Rodent Resistant
- Lockable Doors

OPTIONS:
- Plain Doors (LDO) or Vinyl Graphics (VG)
  *Vinyl graphics not recommended on Fine Textured powdercoat.
- Available in 1 and 2 stream configurations (LXRC1500, LXRC1502)



DIMENSIONS:

Height:	47.5" (120.7cm)
Length:	35" (88.8cm)
Depth:	19" (48.3cm)
Weight:	209.85lbs (95.2kg)
Liner Capacity:	1 x 32 Gallons (121 Litres) 1 x 16 Gallons (61 Litres)

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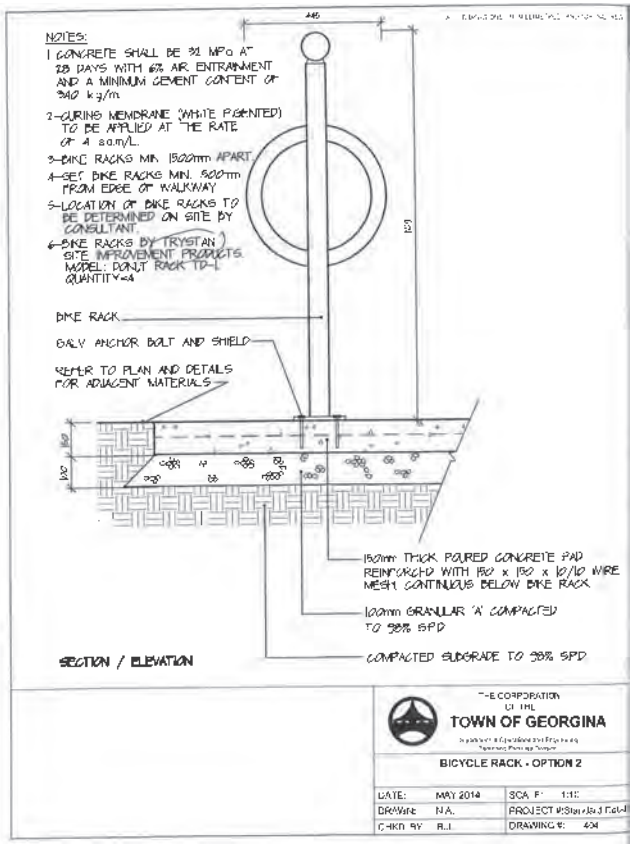
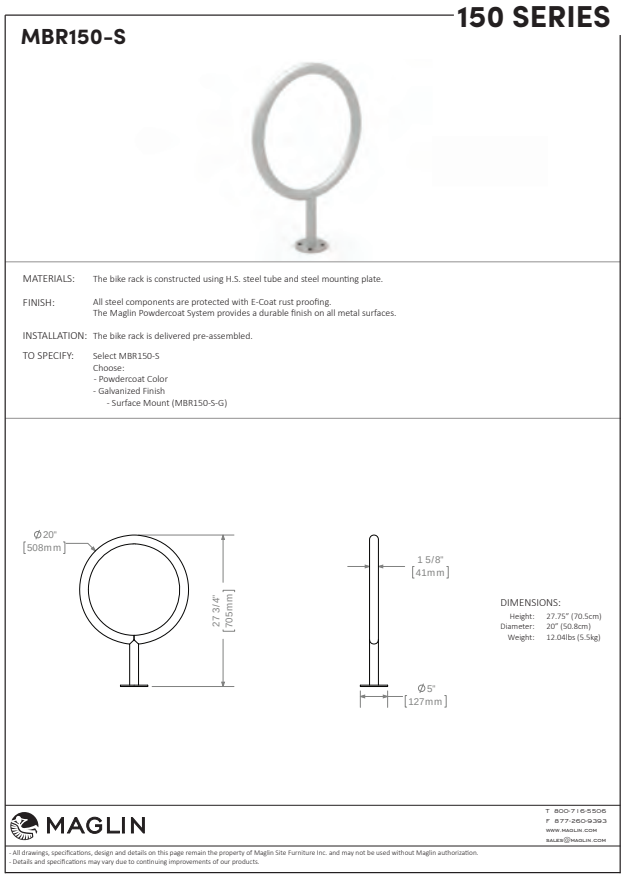
Bike Rack (Single)

Current | **Traditional** | **Contemporary**





Halo Stainless Steel Bicycle Rack

PS-79-SS-101-BD - Halo Stainless Steel Bike Rack

Our Halo Stainless Steel Bicycle Rack features a 316 stainless tubular steel construction, and is available in Surface or In-Ground mounting options.

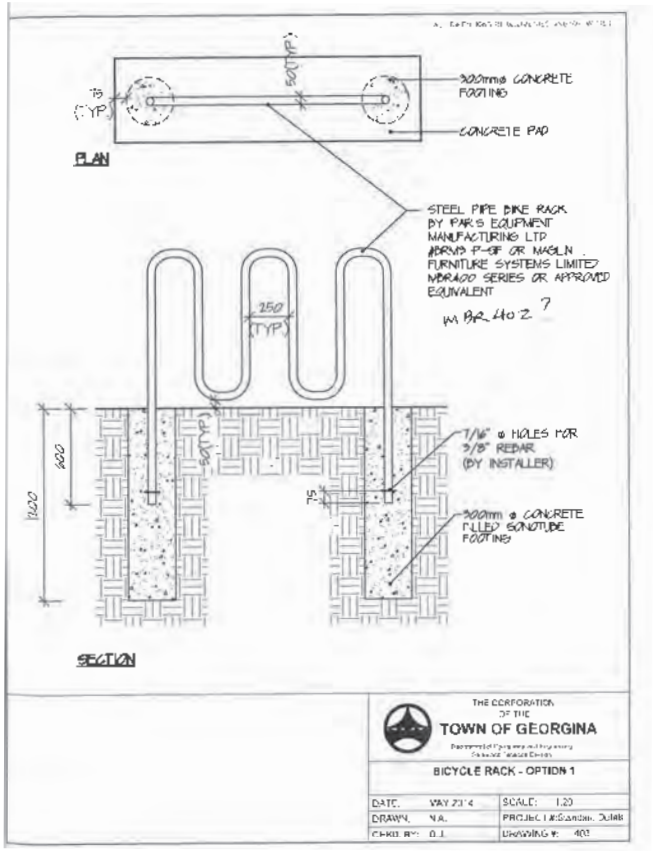
Width: 35.5" (90.2 cm)
Depth: 2.25" (5.7 cm)
Height: 32" (81.3 cm)

HAUSER SITE FURNITURE

sales@hausersite.com
800-268-7328
hausersite.com

Bike Racks (Multiple)

Current | Traditional | Contemporary



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BICILINEA

Product Data Sheet

Handsome in stainless steel. Curved arms mounted on a rectilinear rail provide strong support for multiple bicycles.

Bike Rack

- Bike rack is offered in a 10 ft or 20 ft style.
- Capacity:
  - 10 ft (8 bikes)
  - 20 ft (16 Bikes)
- Bike rack comes in polished stainless steel finish.
- Bike rack must be embedded.

Finishes

- Polished stainless steel finish.

Designed by Santa & Cole

	STYLE	DEPTH	WIDTH	HEIGHT	PRODUCT WEIGHT
	10 ft.	60"	119"	32"	106 lb.
	20 ft.	60"	238"	32"	195 lb.

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FLO

Product Data Sheet

Flowing design secures 3 bicycles and accepts horseshoe style lock. An artful solution for bicycle storage and security that meets Association of Pedestrian and Bicycle and Professionals (APBP) recommendations.

Flo

- Capacity: 3 bikes
- Bike rack is made of 1.5" o.d., .120" wall stainless steel tubing, with a #4 satin electropolish finish on bare stainless steel.
- Flo is also available in powdercoated steel. Nylon glides cushion the two intermediate loops.
- Flo may be surface mounted or embedded.
- Flo can secure three bicycles parked parallel to the rack.
- The bicycles must alternate directions, so access is required from both ends.
- If access is limited to one direction, the capacity is reduced to two bicycles.
- The rack provides two-point contact to prevent the bicycles from tipping over.
- A standard D-shaped bike lock can secure both a wheel and the frame.

Finishes

- All metal parts are finished with Landscape Forms' proprietary Pangard II® polyester powdercoat, a hard yet flexible finish that resists rusting, chipping, peeling and fading.

To Specify

- Specify powdercoat color or stainless steel.

Designed by Brian Kane, IDSA
Flo design is protected by U.S. Patent no. D529,433

	DEPTH	WIDTH	HEIGHT	PRODUCT WEIGHT
	27.75"	25.5"	32.5"	38 lb

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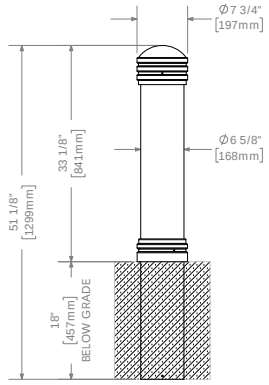
Other Site Furnishing

Bollard (Opt1)

650 Series

MTB650-B1

MATERIALS:	The bollard post is constructed of H.S. steel tube. The top and bottom are capped with cast aluminum parts.
FINISH:	All steel components are protected with E-Coat rust proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.
INSTALLATION:	Base Type- B1 bollard is supplied with additional 18" of tubing to be set in concrete. Bollard is permanently fixed in place.
TO SPECIFY:	Select: MTB650-B1 Choose: - Powdercoat Color
OPTIONS:	- Eye bolts for chain



DIMENSIONS:
Height: 33.13" (84.1cm)
Below Grade: 18" (45.7 cm)
Diameter: 6.625" (16.8cm)
Weight: 85lbs (38.6kg)

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Bollard (Opt2)

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ANNAPOLIS

Product Data Sheet

The Annapolis™ Bollard is a handsome sentinel that performs multiple maneuvers with style. Standard Bollard, Smart Bollard and Security Bollard share basic design and construction characteristics, specialize in their features and functions. Annapolis offers distinctive solutions in scope and detail for path making and wayfinding, safety and security in outdoor environments.

Annapolis™ Standard Bollard

- Available in 6" and 12" diameter, with or without low-voltage LED lighting.
- A protective polyethylene sleeve is available in black or silver.
- Embedded, removable, or surface mount bollard styles.
- A keyed lock secures the bollard when in the socket.
- All 6" styles, including 6" removable bollard may be fitted with the Smart bollard top to provide solar powered lighting.
- Removable bollard not available in hardwired.

Annapolis™ Smart Bollard

- Embedded, removable, or surface mount bollard style.
- The monocrystalline solar panel collects energy from the sun and converts it to electrical current.
- Energy is stored in a sealed lead-acid rechargeable battery that delivers extremely reliable power output over a long period of time.
- The microprocessor-based charge controller turns lights on at dusk and off at dawn.
- 4 white LEDs with 3500K correlated color temperature (CCT).

Annapolis™ Security Bollard

- Available in 6" and 12" diameter. 6" dia. security bollard may be specified with Smart solar-powered LED light.
- Security bollard is designed to be permanently embedded with a reinforced footing and internal concrete/steel reinforcement. Details for an optional security footing available on our website at www.landscapeforms.com

TECHNICAL INFORMATION		
	HARDWIRED	SOLAR
Lamp	1 Cree LED	4 Nichia LEDs
Color Temp	3500k	3500K
LED Luminous Flux	~10 lumens	~10 lumens
LED Energy Consumption	approximately 3 watts	.43 watt max
Input Voltage	120-277 VAC	n/a
TM21 LED Lifespan	60,000 hours	Up to 60,000 hours
Solar Top	n/a	Tempered Borosilicate glass top with Mono-Crystalline PV cells
Diffused Lens	UV stable impact modified translu-cent acrylic	UV stable impact modified translu-cent acrylic
Protection Rating	IP66 for light assembly	IP66 for solar light assembly
Horizontal Output	360°	360°
Average Direct Sunlight Exposure to Maintain Function	n/a	4 hours
Latitude Range	n/a	50° S to 50° N
Battery	n/a	Valve regulated lead-acid
Nominal Battery Voltage	n/a	6 volts
Capacity	n/a	7.0 amp/hr at 20/hr discharge rate
Temperature Range	n/a	-40°F to 115°F
Maximum Operation	n/a	14 hours

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Other Site Furnishing

Planter (Traditional)

Integrated Planter with Bench (Contemporary)

PLANTERS

MAGLIN™*

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WWW.MAGLIN.COM
SALES@MAGLIN.COM

MLP400 Series

MATERIALS: The planter is constructed with a steel frame and wood slats. It is also available with recycled plastic slats, and high density paper composite slats (HDPC). A durable liner is provided.

FINISH: All steel components are protected with E-Coat rust proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces. Wood slats are finished with penetrating sealers.

INSTALLATION: The planter is delivered pre-assembled. Holes (0.5") are provided in each mounting foot for securing to base.

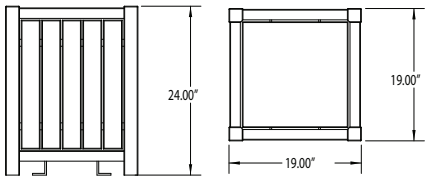
TO SPECIFY: Select MLP400
Choose:
- Ipe Wood
  MLP400-W
- HDPC
  MLP400-PCC (Charcoal)
  MLP400-PCS (Sandstone)
- Recycled Plastic
  MLP400-RS (Sand)
  MLP400-RC (Cedar)
  MLP400-RG (Grey)
- Powdercoat Color

DIMENSIONS:
Height: 24.00" (60.9 cm)
Width: 19.00" (48.3 cm)
Depth: 19.00" (48.3 cm)
Weight: 75lbs (28kg)


MLP400-W


MLP400-PCC


MLP400-RS



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CLIFFHANGER

EN The Cliffhanger Park Benches are cantilever benches that can be attached to a sturdy wall, Shrubtub Planter or placed as a freestanding bench. The slat segments are assembled with staggered joints to reinforce the continuous character of these attractive hanging benches.

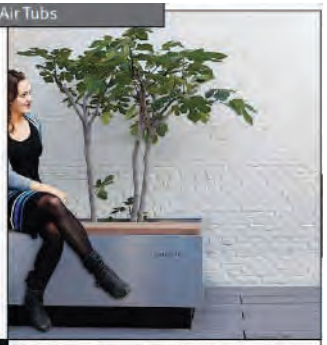
FR Les Cliff Hanger Park Benches sont des bancs en porte-à-faux qui se fixent à un mur ou à une jardinière Shrubtub. Ils peuvent également être installés sur pieds de supports. L'effet de lattes en quinconce accroit le caractère de continuité de ces bancs de parc au "look" on se trouve plus sympathique.

Solid Air Tubs

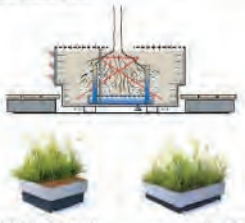
Solid Air Tubs can be used to create low-maintenance, recreational roof gardens and terraces. They are lightweight and their unique, patented wall construction allows more oxygen into the planter to circulate around the roots. By using Solid Air Tubs, one can considerably reduce planter loads to 500 to 600kg/m². The aluminium tub is only 1/3 of the weight of a steel tub. Further using a lightweight moist-retaining substrate can help to keep the overal load acceptable for rooftops.

Tree planters are available in various sizes and three heights (55cm, 70cm & 85cm - 22", 28" & 33"). By positioning Solid Air Tubs at deck patio level, it is possible to integrate seating and shrubbery simply and effectively. Available in micropoeen aluminium or RAL coating. Their base structure is made from a black composite material.

Planter dimensions: 120x120, 150x150 and 180x180 cm
47"x47"x, 59"x59"x and 71"x71"



Optional Treetec® Bottom Up: Tree roots need just as much oxygen as they do water. The walls of the Air Tubs are constructed in such a way that much more oxygen can circulate that is the case with normal wall constructions.



Other Site Furnishing

Tree Grate

Image 49: GreenBlue Urban - 1200x1200 Metal Tree Grate

Fence and Railing

landscapeforms

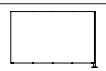
LINE

Product Data Sheet

The timeless, minimalist form of L I N E landscape panels, designed by Shane Coen and Coen+Partners, defines the landscape within and around its boundaries. L I N E panels delineate space, provide enclosure, and give landscape architects a new medium with which to express their unique visions. L I N E takes the hassle out of creating custom boundary elements. Footings, hinges, doors, and locks are included in the standard offering, giving landscape architects new tools to define space in artful, simple way. L I N E's flexibility supports custom patterns and sizes to reflect a landscape architect's unique design.

General Specifications

- L I N E is available as standard in 8 panel types
- All panels are constructed of extruded and fabricated aluminum
- All panel types are available with a matching gate option
- Gate hardware (hinges, handle mechanism) are included with an order; bespoke hardware may be specified as a custom
- All panel types are available in 4' and 6' panel heights
- Posts are spaced at 6' intervals for 4' height panels, and at 4' intervals for 6' height panels as standard; modified post spacing is available to accommodate a specific site plan
- All panel types are available surface mounted or embedded

	Style
	Half-Inch Vertical Rod
	Vertical Picket
	Vertical Louver - Angled
	Vertical Louver - Straight
	Half-Inch Horizontal Rod
	One-Inch Horizontal Slat
	Perforated Panel
	Solid Panel

	Gate option available for all panel types

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Transit Shelter

landscapeforms

Connect 2.0

Product Data Sheet

Connect 2.0 shelter's visual simplicity lets its beauty and sophistication shine while quietly complementing surrounding architecture and landscaping. Its timeless expression elevates an individual's transportation experience and the brand experience of municipalities and corporate, healthcare, and university campuses.

The shelter's integrated and layered LED lighting subtly illuminates sidewalks, curbs, and the shelter's interior and immediate surroundings. Lights can be powered via grid or solar panels. The ADA-compliant shelter is available in two sizes and multiple tempered glass and open panel configurations. Tempered glass, honeycomb aluminum panel, and aluminum louvered roof options create unique design statements that also address site requirements and climate conditions.

Shelter

- Connect 2.0 shelter is available in two sizes, 8' or 12'.
- Shelters can be configured with or without wall glass. (see configurations on page 2)
- Glass wall panels are always tempered safety glass.
- Shelters can be hardwired or solar to power lighting elements.
- Shelters always have lighting elements
- Lighting elements include, wayfinding lights, up lights, and down lights.
- Connect 2.0 is Buy America Compliant.

Roof Options

- There are three roof options available:
  - tempered laminated safety glass (glass)
  - aluminum honeycomb panels (solid metal)
  - capped end aluminum extrusions (louvered metal).
- All roof types may be specified with a solar panel.
- Solar panels are positioned on the roof of the shelters. Roof type and size of shelter affect location and installation of solar panel. (please refer to product drawings for solar panel location)

Lighting Elements

- Lighting elements include:
  - wayfinding lights
  - up lights
  - down lights
- Down lights run the full length of the roof rafter
- The lighting temperature of all lit elements is 3500k.
- The output power will be set to comply with RP8 guidelines for roadway lighting with heavy traffic.

SHELTER	STYLE	DEPTH	WIDTH/ LENGTH	HEIGHT	PRODUCT WEIGHT
	8' glass roof	76"	114"	99"	861 lbs (HW) 1118 lbs (solar)
	8' glass roof (back + side glass)	76"	114"	99"	1296 lbs (HW) 1534 lbs (solar)
	8' glass roof (back, side + left front)	76"	114"	99"	1413 lbs (HW) 1670 lbs (solar)
	8' glass roof (back, side + left front)	76"	114"	99"	1413 lbs (HW) 1670 lbs (solar)
	8' louvered metal roof	76"	114"	103"	743 lbs (HW) 1000 lbs (solar)
	8' louvered metal roof (back + side glass)	76"	114"	103"	1178 lbs (HW) 1415 lbs (solar)
	8' louvered metal roof (back, side + left front)	76"	114"	103"	1294 lbs (HW) 1551 lbs (solar)
	8' louvered metal roof (back, side + right front)	76"	114"	103"	1294 lbs (HW) 1551 lbs (solar)

Note: Line drawings shown without solar panel.

Visit our landscapeforms.com for more information. Specifications are subject to change without notice.Landscape Forms supports the Landscape Architecture Foundation at the Second Century level.

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7800 E. Michigan Ave., Kalamazoo, MI 49048

Ash Tray

300 SERIES

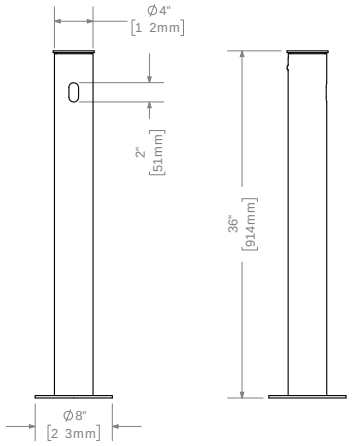
MLAU300-S

MATERIALS: The ash receptacle body is constructed using H.S. steel tube. A durable steel fire resistant removable liner is provided. Liner is attached using a steel cable.

FINISH: All steel components are protected with E-Coat rust proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

INSTALLATION: The ash receptacle is delivered pre-assembled. Holes (0.5") are provided for mounting to surface. Three installation types are available.

TO SPECIFY: Select MLAU300-S
Choose:
- Powdercoat Color



DIMENSIONS:
Height: 36" (91.4cm)
Radius: 4" (10.2cm)
Weight: 31.79lbs (14.4kg)

MAGLIN

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Lighting

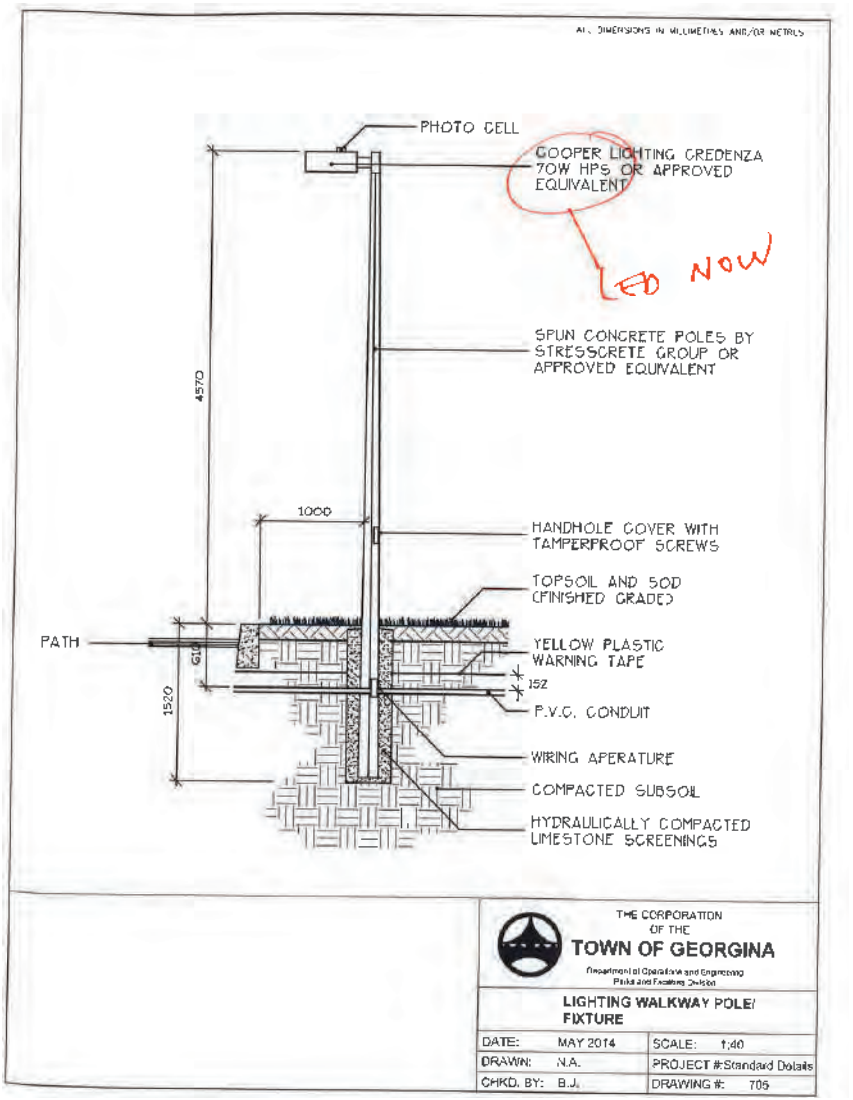
Considerations for street lighting relate to pedestrian safety, maintenance, energy efficiency and visual appearance. Street lighting should be consistent with County of Brant and Power Stream Standards, although these should be reviewed to determine whether opportunities exist to reduce nighttime light levels and energy consumption.

Pedestrian-scale lighting and street furniture shall reflect the established character of downtown Paris.

Additional design criteria includes:

- Ensure that street lights are pedestrian-scaled, and are coordinated with and placed in line with street trees; and
- Enhance night visibility and safety by ensuring that placement of street lighting is consistent with the CPTED principles of surveillance and access control, without providing excess lighting.

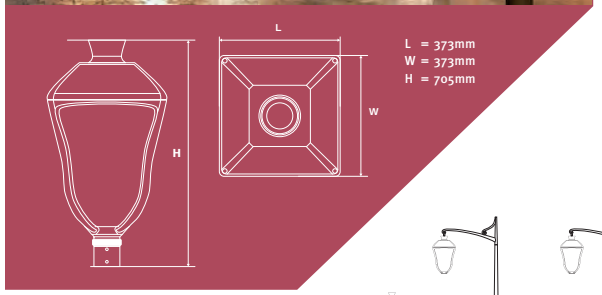
Current



Traditional

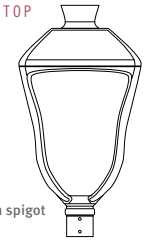
Image 50: StressCrete Group Manufacturer

Contemporary

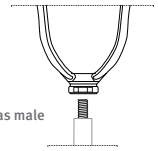


MOUNTING

POST-TOP



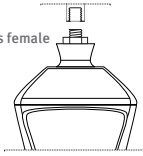
Ø 60mm spigot



3/4" gas male

SUSPENDED

3/4" gas female



A DISTINCTIVE COLUMN

The Stylage luminaire is offered with a modern column in thermo-formed aluminium (60mm spigot) or with a bracket for suspended or post-top mounting. This ensemble is characterised by its aesthetic coherence and elegance.

Consult the STYLAGE product sheets for more technical information: **www.schreder.com**

STYLAGE 7

Image 51: Schréder Manufacturer - Stylage style