

2011

Downtown Streetscape Design Plan



City of Brantford

Ferris + Associates Inc.

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1.0 INTRODUCTION

North American cities have witnessed great changes in their downtowns in the last seventy years. Starting in the 1950's a planning culture grew that championed suburban living with the necessary commercial and institutional activities. This culture required that precedence be placed on vehicular traffic in order to make the suburbs work. As a result, downtown cores witnessed a loss of people and businesses. More recently, much attention has been placed on downtown cores as places to live and work. This changing culture is predominantly pedestrian and density orientated, with attention to accessibility, a respect for architectural excellence and a renewed appreciation for a cultural and economic diversity provided by Downtowns.

During the last ten years the City of Brantford has been proactive and successful in attracting commercial and institutional stakeholders to the downtown core. These studies have been created to assist in planning a successful and vibrant downtown core - **“A Master Plan for Downtown Brantford”**, (Urban Strategies Inc.), **“Wilfrid Laurier Campus Master Plan”**, (IBI Group) and **“Waterfront Master Plan”**, (The Planning Partnership).

Building on the above studies, the City of Brantford has partnered with the Downtown Brantford Business Improvement Area (BIA), Laurier Brantford and Ferris + Associates to produce a **Downtown Streetscape Design Plan**. A Steering Committee made up of City Council, City Staff, the Downtown Brantford BIA, and Laurier Brantford was created to guide the Project Consultants, Ferris + Associates Inc. in creating this document.

1.1 BACKGROUND

The City of Brantford's downtown core contains a significant inventory of architecturally important structures. It is important to preserve this legacy and to hold new construction to an equally high design standard. A number of significant and important parks, squares and monuments exist and require preservation, regeneration and renewal.

Successful downtown cores require diversity, density and livability. Wisely, the City of Brantford is achieving these goals as witnessed by the success of new commercial and residential construction, the programming success of Harmony Square and the expansion of the Academic District.

The City of Brantford has clearly articulated a priority for their streetscapes to provide greater pedestrian accessibility. The goal is to make downtown Brantford one of the most pedestrian-friendly cities in Canada, by embracing that walkability is an important concept of sustainable urban design. Another priority is that the growing needs of the Academic District be articulated.

This report represents the next logical step in this renewal process. It is a roadmap providing clear direction. It will provide a variety of options for better designed streetscapes. Improved streetscapes will provide improved pedestrian and vehicular access; will knit together existing and new building stock, parks and squares in an understandable and cohesive manner.

1.2 PURPOSE

The purpose of this streetscape design plan is to provide design guidelines for the City of Brantford, private developers, institutions and citizens. Using the design guidelines will promote clear, understandable, safe, accessible and affordable streetscapes.

To that end, the Streetscape Design Plan has investigated and proposes elements for improvement of the streetscape that includes street lighting, the reintroduction of a healthy tree canopy, street

furniture, paving treatments, wayfinding elements, mid-block connections, locations for public art and accommodation for a vibrant social and economic life.

This Streetscape Design Plan is intended to be realized over time and as resources permit. In any City, exceptions to the rule exist and should be celebrated rather than removed.

1.2.1 PROJECT GOALS

Approximately 30% of the Downtown Study Areas are composed of streetscapes. It is within the boundaries of these spaces that the majority of urban life exists. History has shown that the greater the success of the streetscape, the greater the quality of life.

To that end this study identifies three Goals:

1. To create a strong identity for Downtown Brantford
2. To create a simple Streetscape Plan
3. To create a Plan that is durable and sustainable in the long term

1. Strong Identity

The intention of this plan is to create a strong identity for the Downtown: that being a truly walkable and accessible downtown. A distinct, linear route without impediments is established as a pedestrian walkway, in accordance with the Facility Accessibility Design Standards (2010), so that all modes of pedestrian travel will be accommodated. Clear organization of zones for open walking and resting, free of all clutter, complete with tree canopy lighting and benches are recommended along all streets. The space between the curb and building frontage is divided into two distinct zones: the City Sidewalk Zone and the Public Frontage Zone. The City Sidewalk Zone accommodates pedestrian circulation and all street furnishings covered in this report. The Public Frontage Zone provides an area where the individual business owners, in conjunction with the BIA, private and post secondary sectors, can provide unique furnishings and details that boost their own identity. The comfort and safety of the pedestrian is the priority with the intention of making Brantford's downtown identifiable as a pedestrian-friendly area.

2. Simple Streetscape Plan

Provide a plan that is simple in its design, making it one that is easily attainable, affordable, achievable and timeless. It focuses on a simple palette of high quality materials that are easily accessible and highlight the existing character of the downtown.

3. Durable and Sustainable Plan

This report develops a plan that will guide Downtown Brantford's redevelopment over the long term. This allows the growing vibrancy of the downtown to be enhanced through partnerships with major downtown businesses, the post-secondary institutions, and other partners in the downtown. A design plan that fits within the downtown's existing context and unifies the streetscape with a consistent character has been developed.

1.2.2 STUDY APPROACH

Initial investigation of Street Typology indicated a simple fact; Downtown Brantford has outgrown its current streetscape. The outlying streets of the Downtown Study Area remain residential, complete with sod boulevards and street trees next to the curb. It is suggested that these streets remain as is until higher density requires redevelopment.

Dalhousie and Colborne Streets were recognized as major connections to the downtown core from the rest of the city. Market Street connects the downtown core to regional transportation nodes. Because of these functions, these streets were chosen as a priority to intensify and develop initial

guidelines. Although included in the Downtown Study Area, Icomm Drive currently functions as a ring road providing access and bypass to the downtown Core.

The establishment of goals for the study provided a framework for the type of detailed streetscape design that should be considered. In order to achieve the goal of the most walkable City, Brantford must put forefront the safety and comfort of the pedestrian. Lighting, safety, accessibility for all, seasonal comforts such as shading, convenient places to sit, convenient bicycle parking, paving materials that are classic, cost effective and easy to maintain are all concerns that were considered in the design solutions offered in this plan.

Maximize the Pedestrian Zone

In order to maximize the pedestrian zone, a minimum open streetscape width was established as a standard. In some areas of the City, this width cannot be achieved due to existing building setback conditions. Going forward, City of Brantford Planning Policy is to promote this minimum width by requiring appropriate building setbacks. Although this study has used current road way and lay-by widths to determine the available sidewalk dimensions, it is suggested that all roads exceeding the minimum required widths be narrowed in order to provide more sidewalk space.

Curb Extensions

The concept of Curb Extension was initiated to centralize improvements to specific significant zones, generally located at block corners, effectively addressing a number of goals.

The Curb Extensions maximize the pedestrian zone while increasing pedestrian safety at corners by restricting vehicular movement. By reducing vehicular movement in these intersection locations, traffic is slowed through the downtown core. Icomm Drive provides a large by-pass street as an alternative for fast moving traffic.

Centralized areas for improvement through Curb Extensions allow for an aesthetic boost at corners, allowing a predictable pattern of lighting and streetscape. Trees add a vertical element to the corners while leaving stretches of building frontages between them to be visible – effectively framing and highlighting them. Waste receptacles, bike parking and seating areas are highlighted and organized and work as a grouping. Light standards are positioned at regular intervals to provide a consistent rhythm.

Healthy street trees are promoted by best practices in terms of soil sharing and root zone protection by grouping trees in pairs at Curb Extension treatments. When trees are healthy, they grow to their potential and offer maximum benefit in terms of shading.

Simplified, durable, timeless, functional materials provide the understated charm of the Streetscape Design Plan to allow the City of Brantford to continue to develop its identity within the architecture of the buildings themselves, programming and art components.

Environmental Strategy

Tree planting is the most important way to make a positive environmental impact on the streetscape. Trees can mature to provide shade while cleaning and oxygenating the air we breathe. By providing extended tree pit zones with improved soil, irrigation and protection from compaction, street trees are given better chances for survival. By grouping trees in two's rooting zones can be shared. By grouping potentially eight trees within an intersection, a grove of trees is represented, maximizing the shading impact for pedestrians. Although a lot can be done to reduce the need for potable water in irrigation, this should be encouraged on a project-by-project basis with the possibility of using roof rainwater harvested from a cistern to supplement or replace tap water irrigation systems. Eliminating irrigation is not an option for street plantings as the need for the trees to flourish is a greater priority.

Positive environmental change is encouraged by making pedestrian and bicycle circulation comfortable, safe and easy. By creating shaded seating areas at regular intervals, allowing for safe and easy walking surfaces and traffic crossings, pedestrian circulation is better equipped. Ample and carefully located bicycle locking areas are provided adjacent to potential bike lanes. When it is easy to walk or bike, it becomes easier to leave the car parked.

Careful consideration to using locally sourced, easily maintained furniture and paving, made from recycled and recyclable materials was a priority in this plan. High quality materials mean less replacement and waste; a simple palette means a timeless design that can be built upon overtime, which also reduces the need for replacement.

Light concrete paving is specified for the majority of the pedestrian walkways with dark paving reserved for smaller areas - many of which are either in shade or were previously asphalt. Reducing the amount of dark paving materials reduces the Heat Island effect which contributes to global warming.

Downtown Sites Inventory

A number of downtown sites have been identified as areas that need improvements. Refer to Appendix 7.3 for a complete list.

1.3 ROLE OF STREETSCAPE DESIGN PLAN

In an effort to create a pedestrian-friendly character for the Downtown and develop a strong streetscape pattern for Brantford's downtown, this report is intended to supplement the Official Plan and Zoning By-law by providing property owners, developers and City Staff with additional detail on what constitutes a desirable public realm in the Downtown. By virtue of their status, the Official Plan and Zoning By-law will take precedence over the Downtown Streetscape Design Plan.

The role of the Downtown Streetscape Design Plan should be understood as a component of the City's planning framework and read in conjunction with all other relevant documents. This plan will be used to guide future development in the Downtown. Every installation requires more detailed design than provided in this document; however the goals should be extended to future undertakings. The Downtown Streetscape Design Plan provides a specific module that can be repeated throughout the downtown core as it grows and as the City sees fit to implement. The City is to provide updates and improvements on these as they see fit according to the various departments current detail standards, making this a document that will require regular reviews to ensure its continued relevance and effectiveness.

A City's growth needs to remain flexible in order to respond to economic conditions and changes in priorities. Nor should cities be too highly regimented to negate surprises, or unexpected opportunities. Public art should be considered as a planning tool in identified areas as a public benefit. Brantford has a number of outstanding memorials by well known artists to show as examples.

Two issues in particular are planning-based decisions that must be addressed in an on-going manner. This Plan proposes the elimination of some lay-by parking to provide better amenities. It is up to the City to detail policy in this matter. The policy will also have to address Pay and Display parking.

Waste receptacles have been included in this design; however, the daily collection and management of waste is a policy that needs to be reviewed. Recycling is expected to be added as part of this policy.

Bus shelters and information/wayfinding kiosks are of vital benefit to the brand of a city. This Plan provides performance standards only for these items. Both require further design and planning before implementation.

By providing a guideline for development it is hoped that it can inspire both public and private decision-makers to invest in the Downtown.

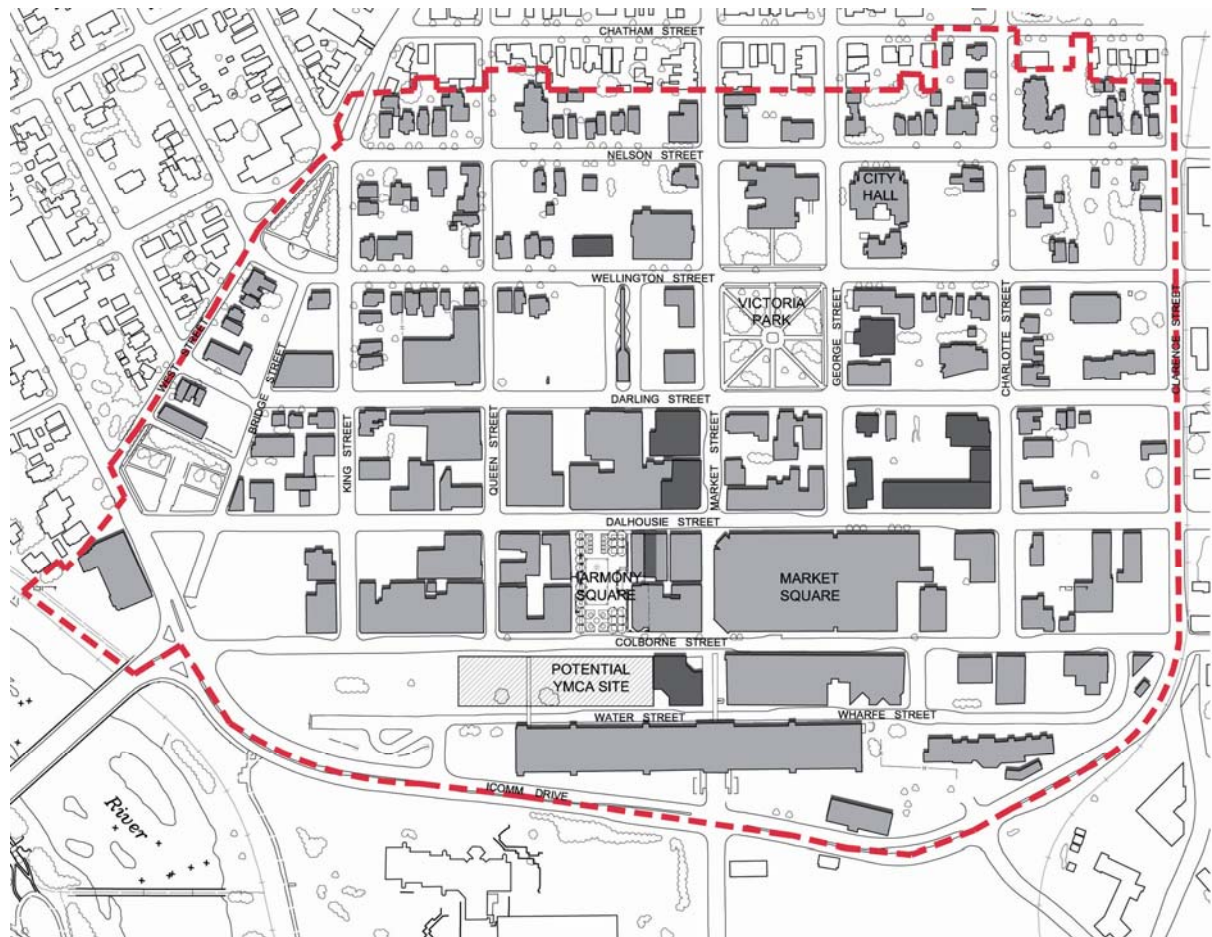
1.4 PROCESS

The Streetscape Design Plan is based on a foundation of public participation that included:

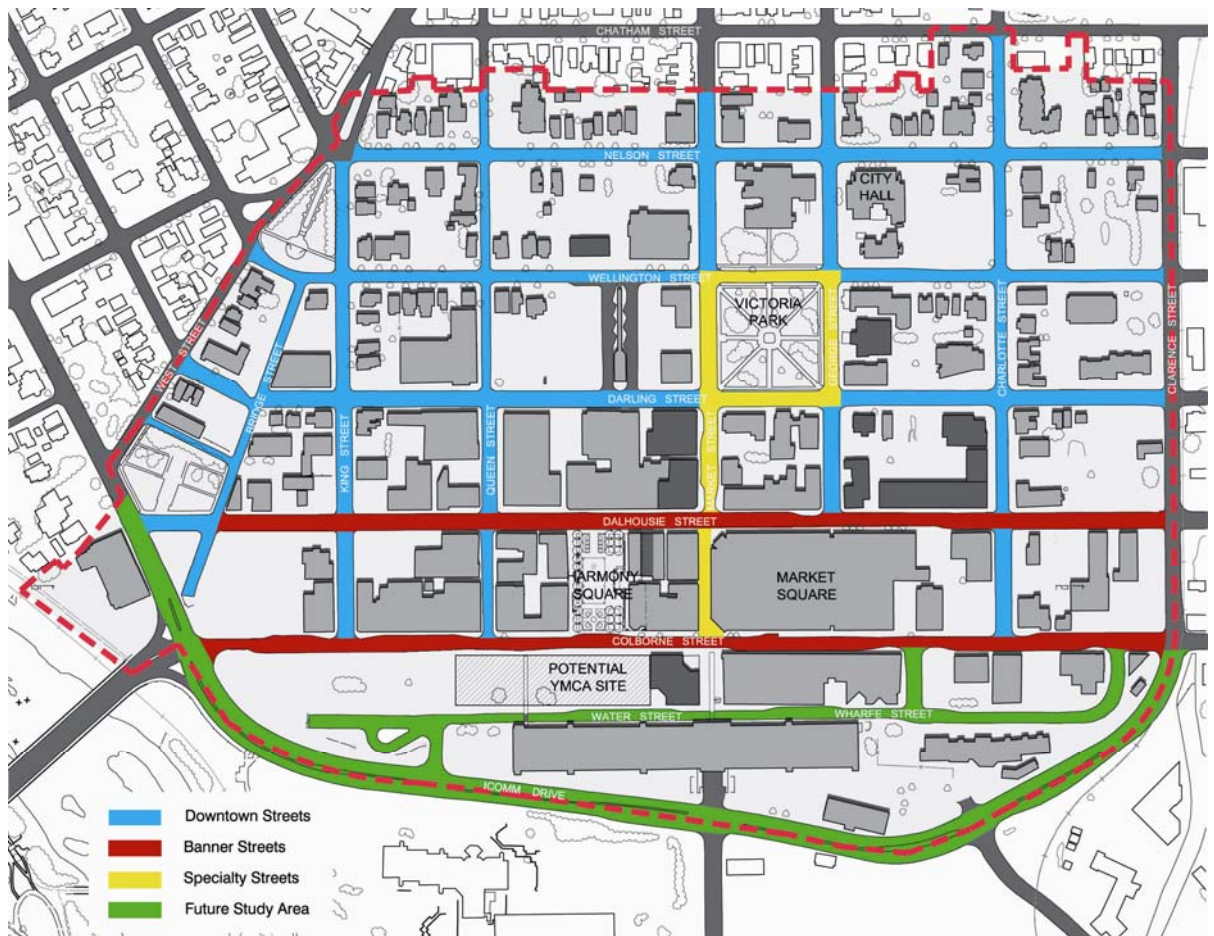
- A Design Workshop, headed by Mayor Friel, where members of special interest groups and the City discussed in an open forum various concepts and thoughts on the downtown.
- A Public Information Centre which participants were shown design plan concepts and were asked to provide input for the completion of the Study.
- Website Outreach which included social media as well as the City of Brantford website. The website acted as a venue to keep the public informed as to the status of the project and inform of the Design Workshop and Public Information dates and outcomes.
- The Steering Committee and the Downtown Action Committee guided the process and provided comments to proposed concepts.

2.0 STUDY AREA

The General Study Area is bounded by Nelson Street to the North, Clarence Street to the East, Water Street to the South and West Street to the West. This area is currently considered to be Brantford's downtown core.



3.0 STREET TYPOLOGY



The Downtown Streetscape Design Plan uses a streetscape hierarchy which differentiates between streetscape types. In turn, each Streetscape Type is matched with a particular set of detailed design plan and sections.

The **Downtown Streets** are currently composed of a mix of commercial and residential land uses that surround the Banner and Specialty streets. They provide secondary connections through the study area and as such have been given treatments to calm vehicular traffic flow.

Banner Streets, Dalhousie and Colborne Streets, are the main vehicular routes through the downtown core. These streets have been identified as requiring further exclamation points, using banner poles to introduce gateways into the Downtown Core and to provide a more ceremonial route.

Market Street is identified as a **Specialty Street** and is a main connection to regional transportation. Between Darling and Dalhousie it has the potential to be closed and become a pedestrian mews during programmed street festivals. Its southern portion, between Darling and Colborne Streets, has the potential to become solely pedestrian. Victoria Park includes the Central Square, Municipal Offices and the burgeoning Academic District. It is seen as a ceremonial streetscape.

The Southern slope of the downtown study area, demarked by Colborne, Water Streets and Icomm Drive are considered a future study area. Because of its grade change, the site is a dramatic visual link to the Grand River. Its potential to successfully link the downtown core with the Grand River should be fully explored and celebrated.

4.0 STREET TYPOLOGY DESCRIPTIONS

4.1 DOWNTOWN STREETS

Paving Types: Section 6.1: P1, P2 and P3

Benches: Section 6.2.1.2

Waste Receptacles: Section 6.2.2.2

Bicycle Parking: Section 6.2.3.2

Ash Urns: Section 6.2.4

Bus Shelters: Section 6.2.6

Light Standards: Section 6.2.7 and 6.2.7.1.1 (Those flanking curb extensions are to have hanging planter baskets, all other light standards to have hanging baskets on every other light pole.)

Gateway Banner Poles: Section 6.2.8

Fingerpost Signage: Section 6.3.1.2

Seasonal Decoration: Section 6.4

Plant Material: Section 6.5.1

4.2 BANNER STREETS

Paving Types: Section 6.1: P1 and P3

Benches: Section 6.2.1.2

Waste Receptacles: Section 6.2.2.2

Bicycle Parking: Section 6.2.3.2

Ash Urns: Section 6.2.4

Bus Shelters: Section 6.2.6

Light Standards: Refer to Sections 6.2.7, 6.2.7.1.1 and 6.2.7.1.2 (Those flanking curb extensions are to have hanging planter baskets, all other light standards to have banners on every light pole.)

Gateway Banner Poles: Section 6.2.8

Signage: Section 6.3.1.1 and 6.3.1.2

Seasonal Decoration: Section 6.4

Plant Material: Section 6.5.1 and 6.5.2

4.3 SPECIALTY STREETS

4.3.1 MARKET STREET

Paving Types: Section 6.1: P1, P2 and P4

Benches: Section 6.2.1.2

Waste Receptacles: Section 6.2.2.2

Bicycle Parking: Section 6.2.3.2

Ash Urns: Section 6.2.4

Removable Bollards: Section 6.2.5

Bus Shelters: Section 6.2.6

Light Standards: Section 6.2.7 and 6.2.7.1.1 (To have hanging planter baskets on every light standard)

Signage: Section 6.3.1.2

4.3.2 VICTORIA PARK

Paving Type: Section 6.1: P1

Benches: Section 6.2.1.1

Waste Receptacles: Section 6.2.2.1

Bicycle Parking: Section 6.2.3.1

Bus Shelters: Section 6.2.6

Light Standards: Section 6.2.7 and 6.2.7.1.1 (To have hanging planter baskets on every light standard)

Signage: Section 6.3.2.1

4.4 LANEWAYS

Paving: Section 6.1, P5

5.0 STREET TYPOLOGY SECTIONS AND DETAILS

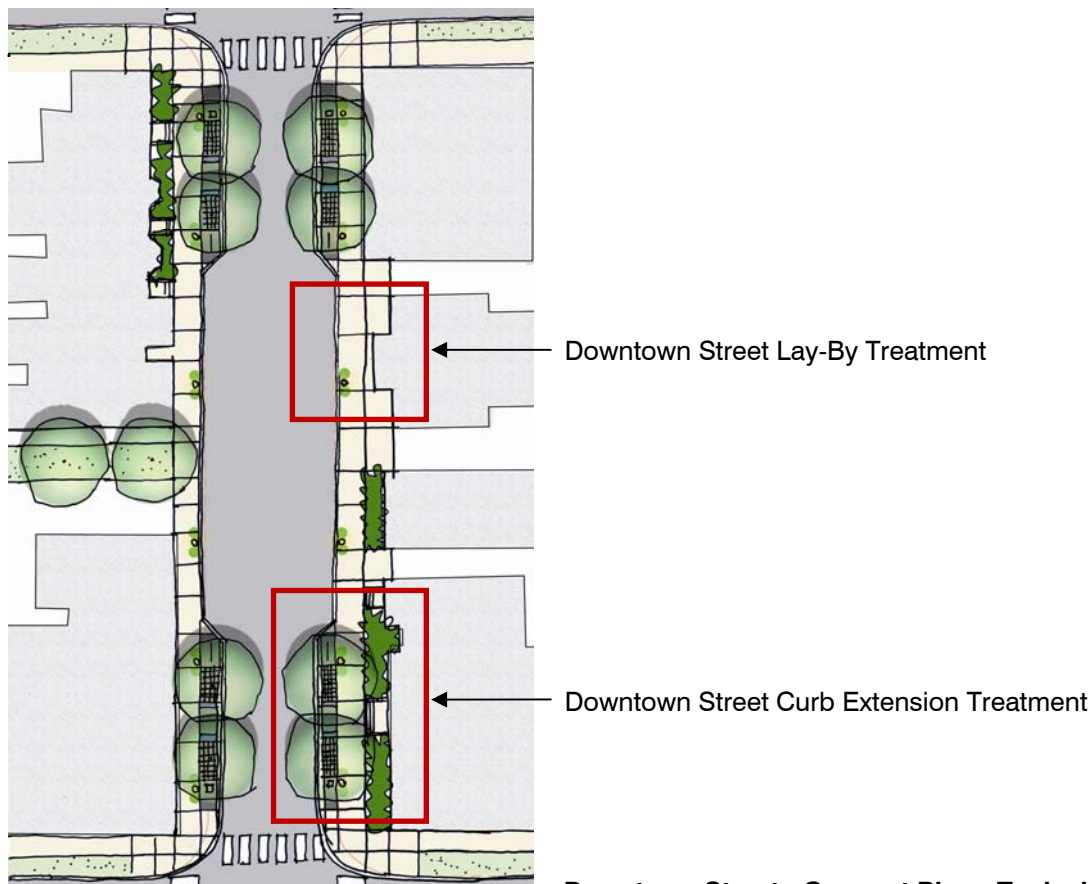
5.1 DOWNTOWN STREETS

Downtown Streets are to have either Lay-by Parking or Curb Extension treatments at the curb edge as shown in the *Concept Plan* below. Streets that currently have other layouts are to be redeveloped as development opportunities are presented and as the City grows.

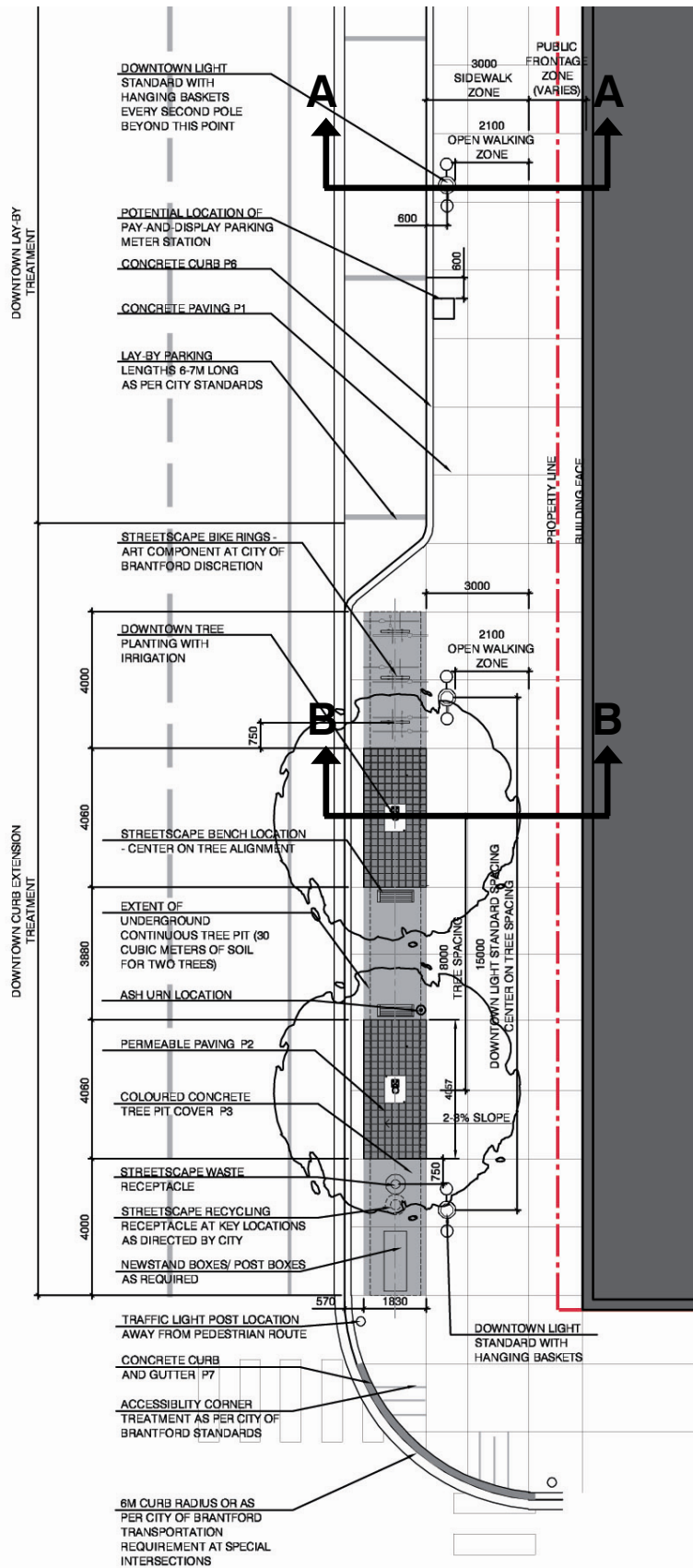
The **Downtown Street Curb Extension Treatment** is to be used at intersection corners, extending the pedestrian zone into the lay-by area for tree planting and site furnishings. It is in the curb extensions that relocated street lights are to be established. Once the locations of the street lights at curb extensions have been determined for a typical block, the remainder of the lights are to be evenly spaced. All street lights are to align opposite each other on either side of the street wherever possible. All downtown street lights in this treatment area are to have hanging basket hardware for seasonal decoration.

The **Downtown Street Lay-by Treatment** is to have a minimum 3 metre wide sidewalk with a minimum 2.1 metre wide open walking zone with evenly spaced lighting. Every second streetlight is to have hanging basket hardware for seasonal decoration.

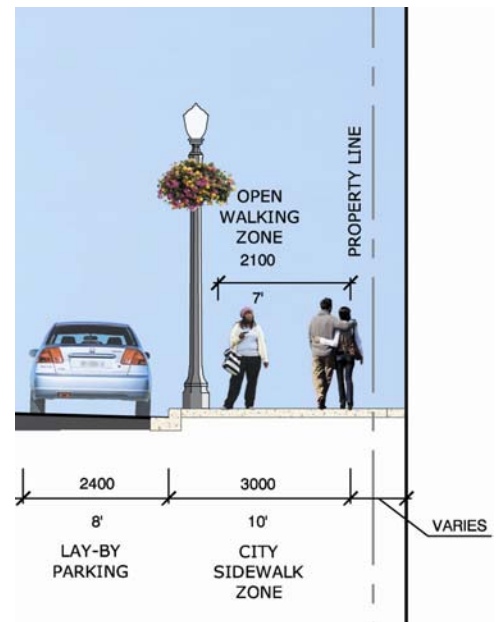
By necessity and design, downtown businesses routinely use the public right-of-way to carry out their daily commercial tasks. In the private realm, through building setback provisions and existing conditions, sidewalk space wider than the minimum 3 metres is to be encouraged as additional space for elements such as outdoor cafes, shop displays, additional planting and seating and as potential locations for public art initiatives.



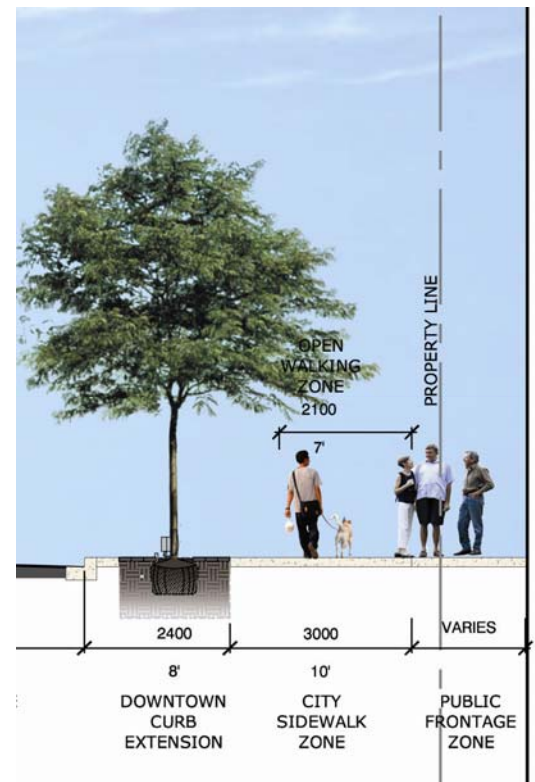
Downtown Street: Concept Plan - Typical Block



Downtown Street: Design Plan



Section A-A: Lay-By Treatment at Downtown Street



Section B-B: Curb Extension Treatment at Downtown Street

5.2 BANNER STREETS

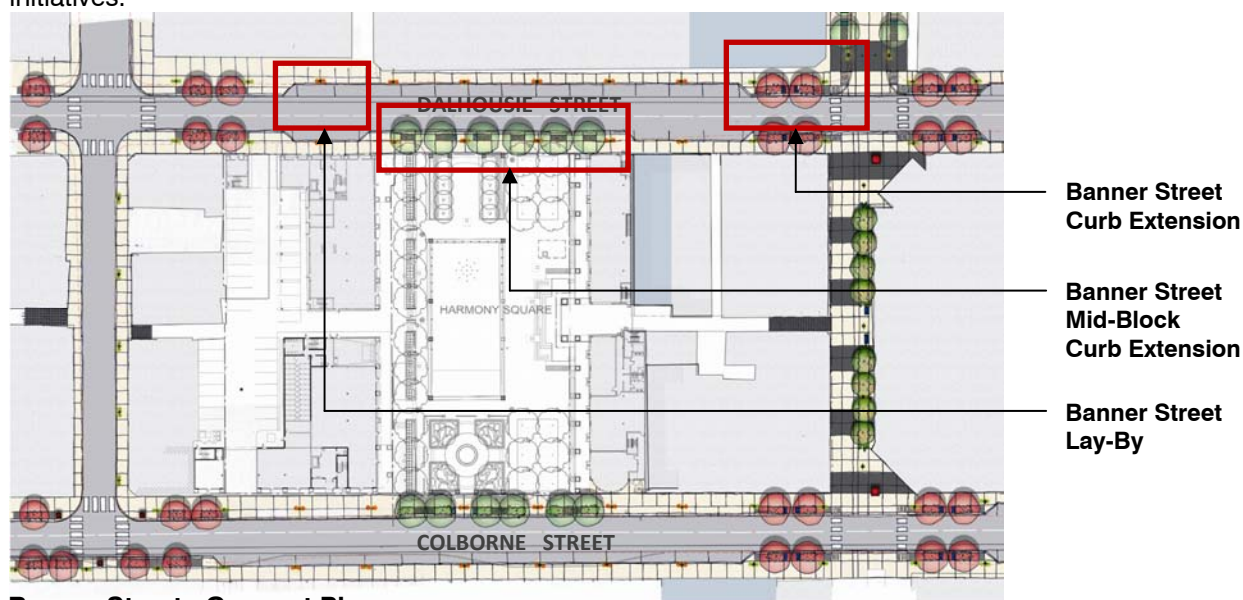
Colborne and Dalhousie Streets between Clarence Street and Bridge Street are considered Banner Streets. Three types of curb treatments are designated for Banner Streets: Curb Extension, Lay-By and Mid-Block Banner Street Treatments.

The **Banner Street Curb Extension Treatment** is to be used at intersection corners, extending the pedestrian zone into the lay-by area for tree planting and site furnishings. It is in the curb extensions that relocated street lights are to be established. Once the locations of the street lights at curb extensions have been determined for a typical block, the remainder of the lights are to be evenly spaced. All street lights are to align opposite each other on either side of the street wherever possible. All downtown street lights in this treatment area are to have hanging basket hardware for seasonal decoration.

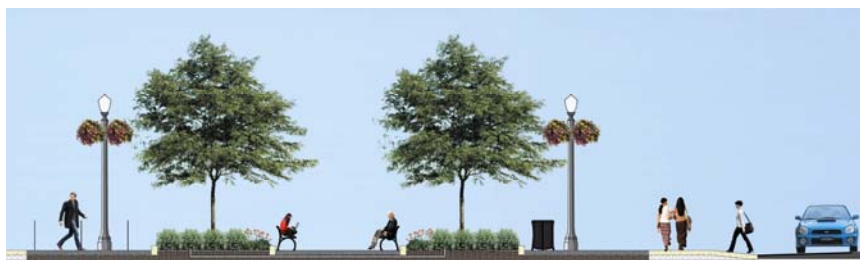
The **Banner Street Lay-by Treatment** is to have a minimum 3 metre wide sidewalk with a minimum 2.1 metre wide open walking zone with evenly spaced lighting. All downtown street lights in this treatment area are to have banner hardware for seasonal decoration.

The **Banner Street Mid-Block Treatment** is to be used where a break in a long block is needed to punctuate a space. In the *Design Concept*, this treatment is shown as flanking the North and South Street frontages of Harmony Square. By extending the pedestrian zone into the lay-by area for tree planting, this break in the streetscape allows for more shading of the pedestrian zone and opportunities to add bike parking. The treatment consists of a minimum grouping of two trees between light poles and can be repeated as desired. All downtown street lights in this treatment area are to have banner hardware for seasonal decoration.

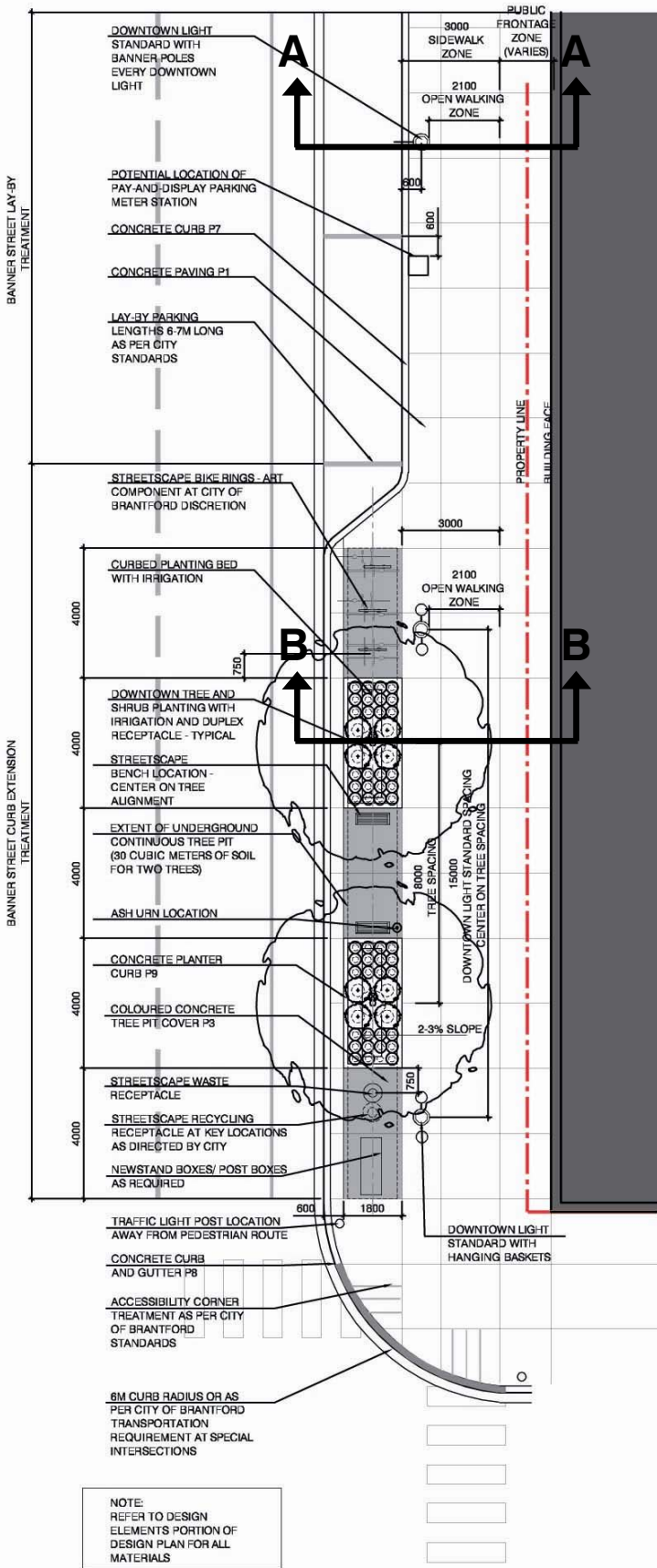
In the private realm, through building setback provisions and existing conditions, sidewalk space wider than the minimum 3 metres is to be encouraged as additional space for elements such as outdoor cafes, shop displays, additional planting and seating and as potential locations for public art initiatives.



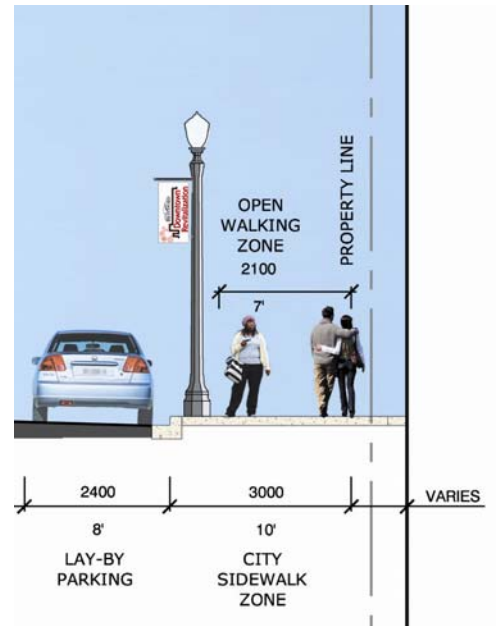
Banner Street: Concept Plan



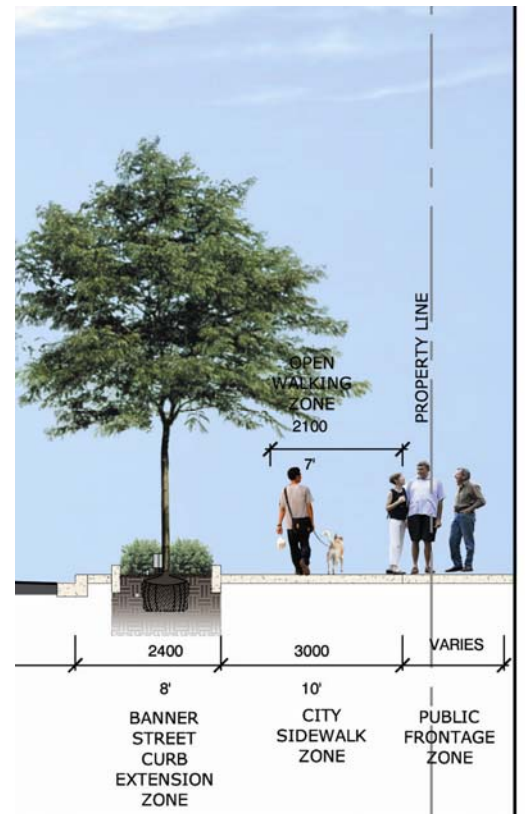
Banner Street: Curb Extension Treatment Section



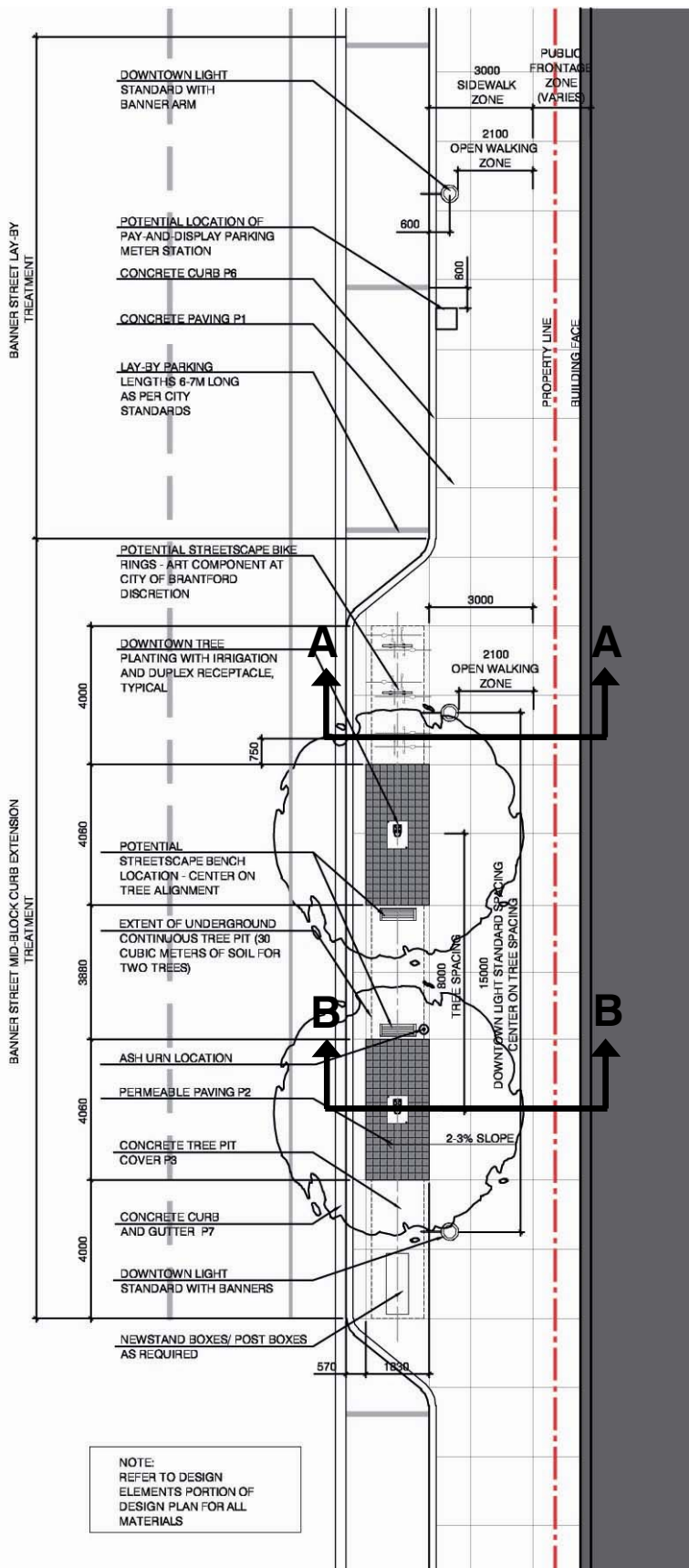
Banner Street: Design Plan



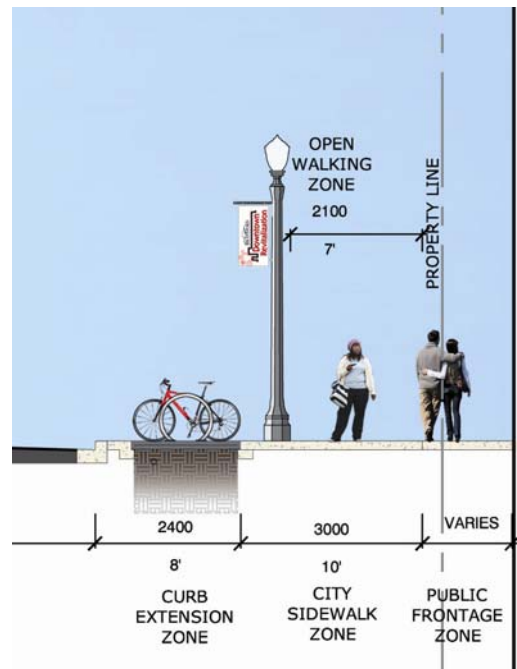
Section A-A: Lay-By Treatment at Banner Street



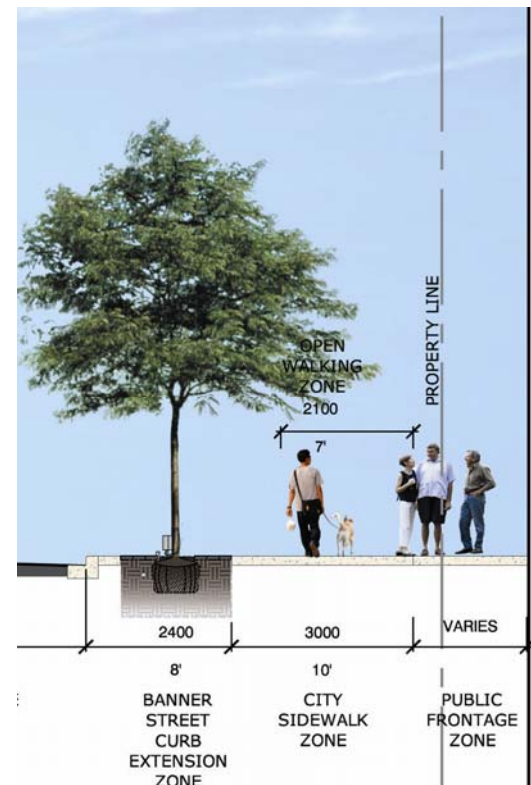
Section B-B: Curb Extension Treatment at Banner Street



Banner Street: Mid-Block Design Plan



Section A-A: Curb Extension Treatment at Banner Street Mid-Block



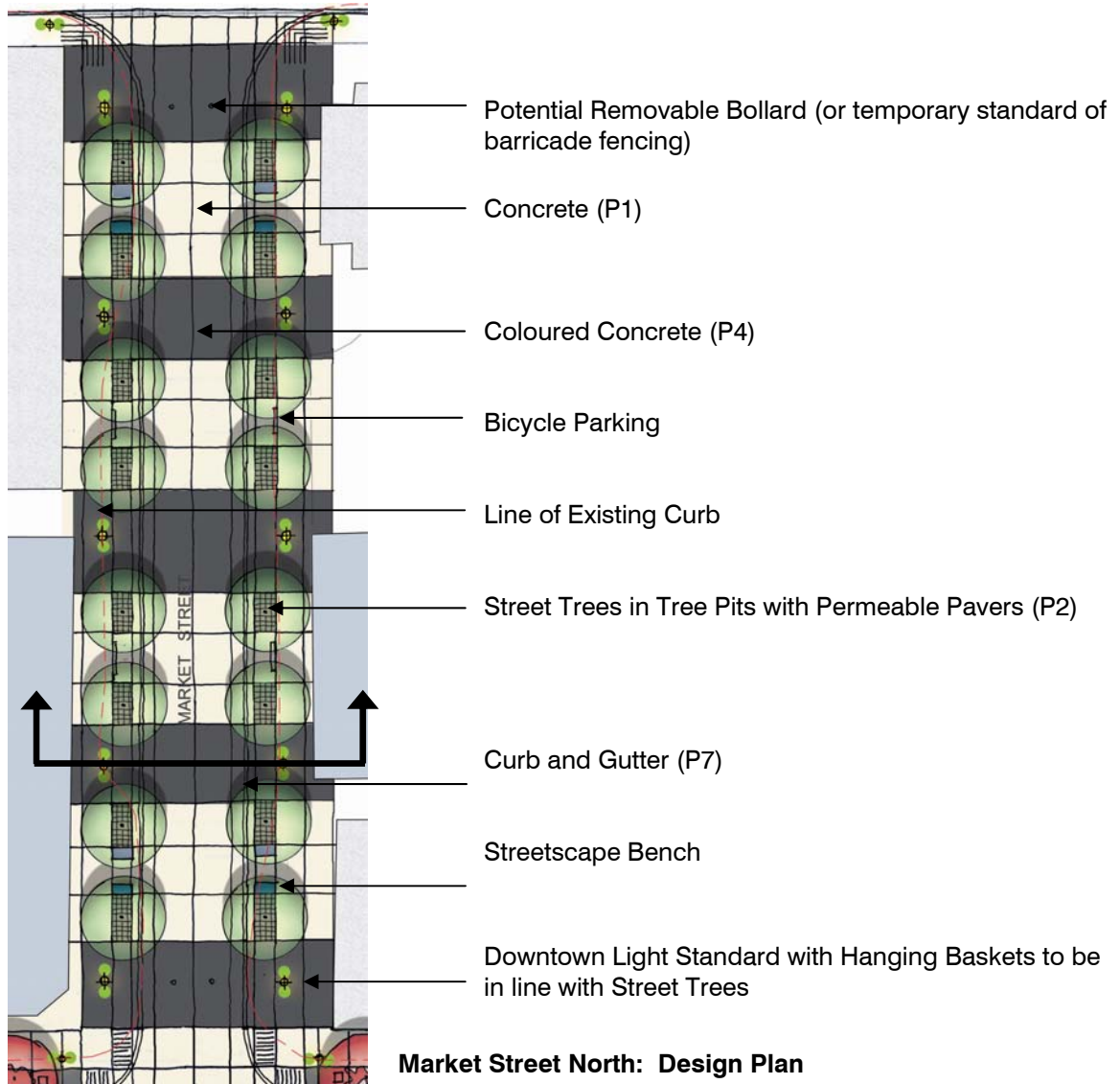
Section B-B: Curb Extension Treatment at Banner Street Mid-Block

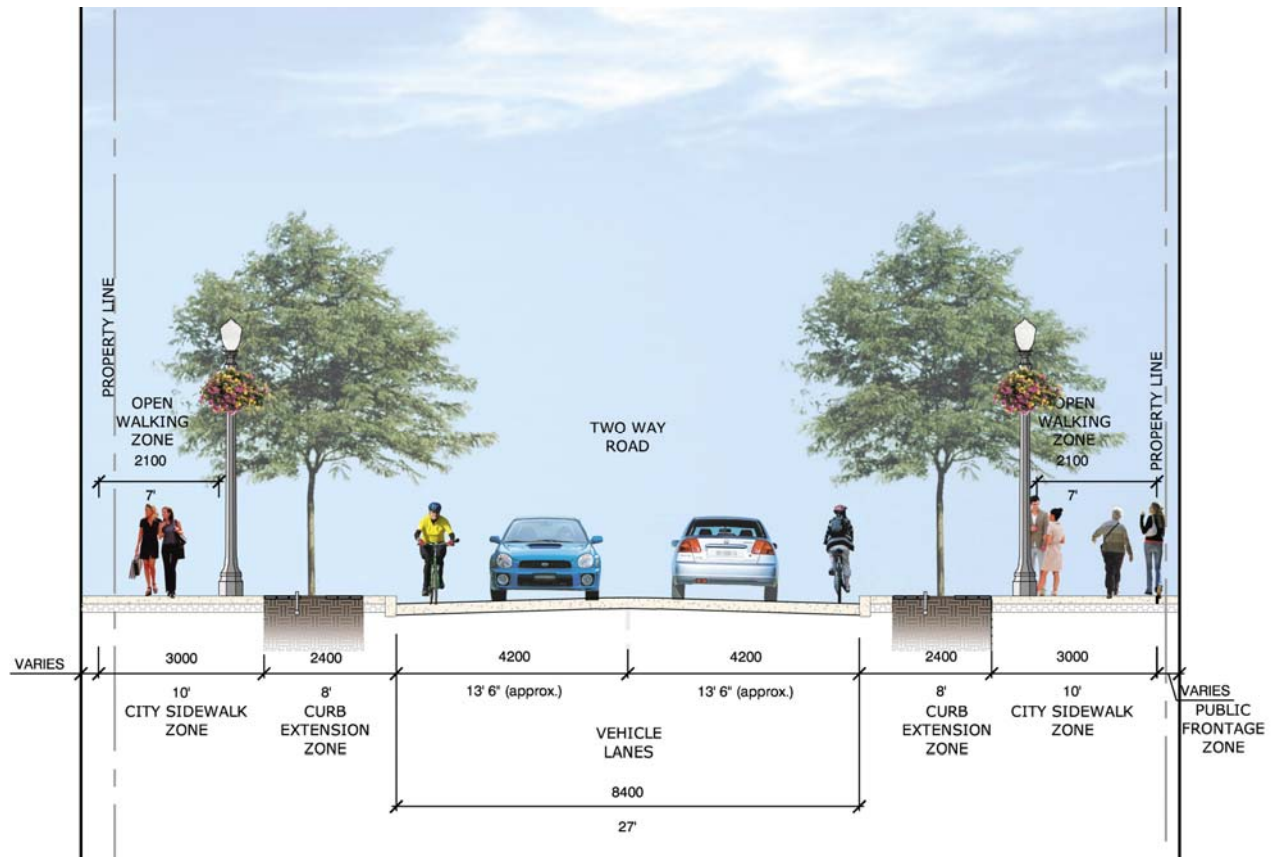
5.3 SPECIALTY STREETS

5.3.1 MARKET STREET (Pedestrian Mews)

Market Street between Darling Street and Dalhousie Street provides a unique opportunity, and therefore a priority project, to create a pedestrian focused street in two segments; North and South of Dalhousie. The **Market Curb Extension Treatment** will be followed for the North segment in a continuous manner interrupted only by required driveway entrances. All downtown street lights in this treatment area are to have hanging basket hardware for seasonal decoration. The two street lights on both sides of Market Street at Dalhousie and Colborne Streets are to be located first to establish the remainder of the street light rhythm. Wide bands of alternating concrete and coloured concrete differentiate this area, with the assumption that this road may be closed off temporarily for special events or deliveries.

Market Street Lane - South will follow a similar pattern sequence as Market Street North, allowing for a 6 metre wide, fire access route off of Dalhousie and Colborne Streets. This area requires a detailed design study as recommended in the list of renewal sites for future consideration (Appendix 7.3). In addition, this treatment would be recommended for the improvement of the pedestrian link to the parking garage south of Colborne Street, also requiring detailed design work.





Market Street North: Section

5.3.2 VICTORIA PARK

Victoria Park precinct is the historic centre square of Brantford. It is surrounded by buildings of civic importance, municipal offices, law courts and churches. More recently academic buildings have become a greater presence on the square.

The edge condition of Victoria Park has also outgrown its current streetscape. It is proposed that over time a minimum of a 3 metre wide concrete sidewalk next to the curb should ring the park and should be the standard width for all interior walks. The use of concrete as the sidewalk material is proposed as it complies with the requirements set out in the Facility Accessibility Design Standards in addition to being more economical and easier to replace than other forms of paving.

It is proposed that all four corners receive an expanded paving area replete with additional seating. These corners provide opportunities for wayfinding information kiosks or public art installations.

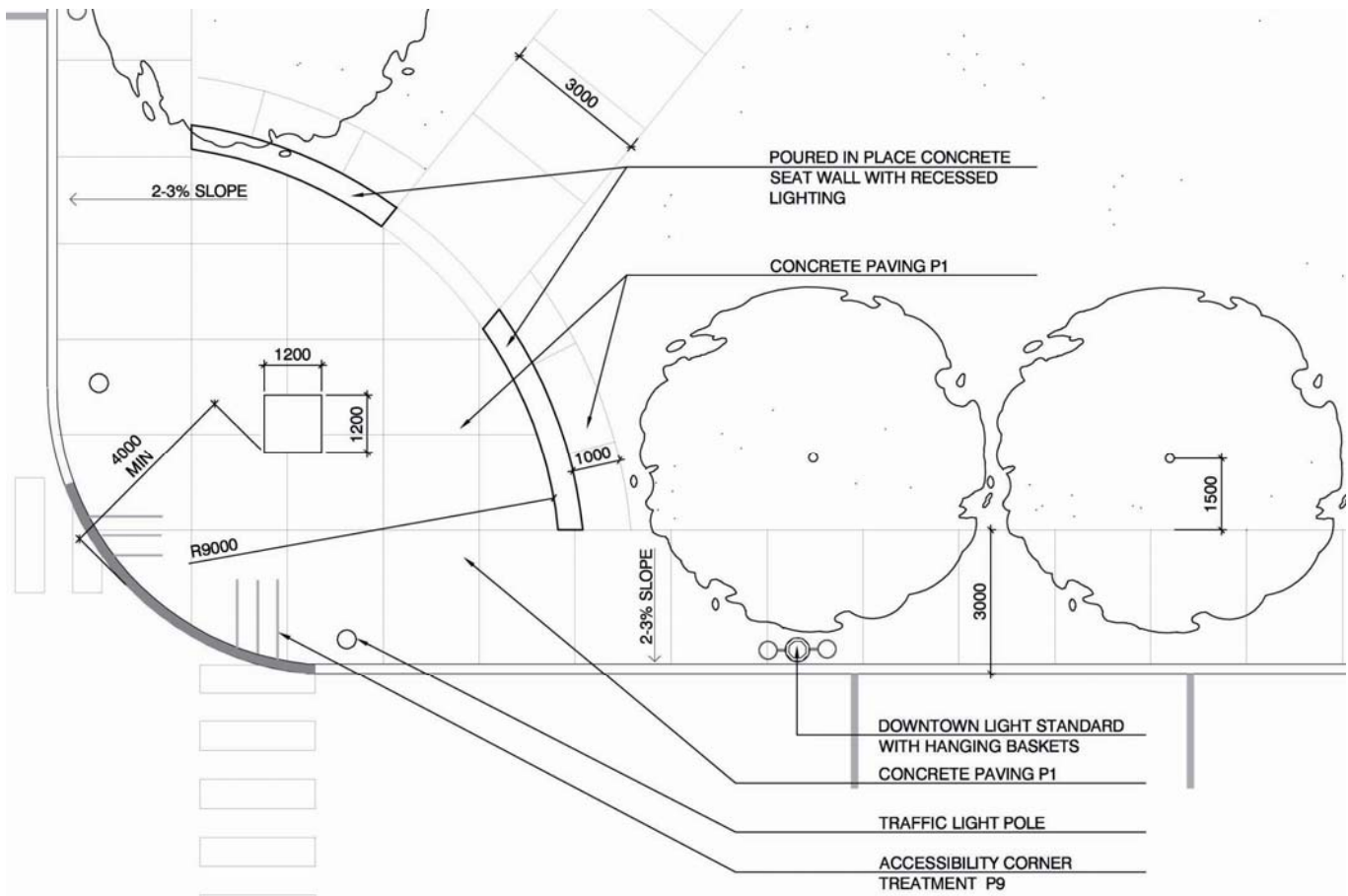
Additional seating should flank each cardinal walk. Seating should ring the central square.

It is proposed that exterior duplex receptacles be used in all park trees in order to seasonally light existing trees.

As existing trees require replacing or the transplanting of younger trees permit, a row of new street trees and streetlights should flank the perimeter sidewalks.



Victoria Park: Concept Plan



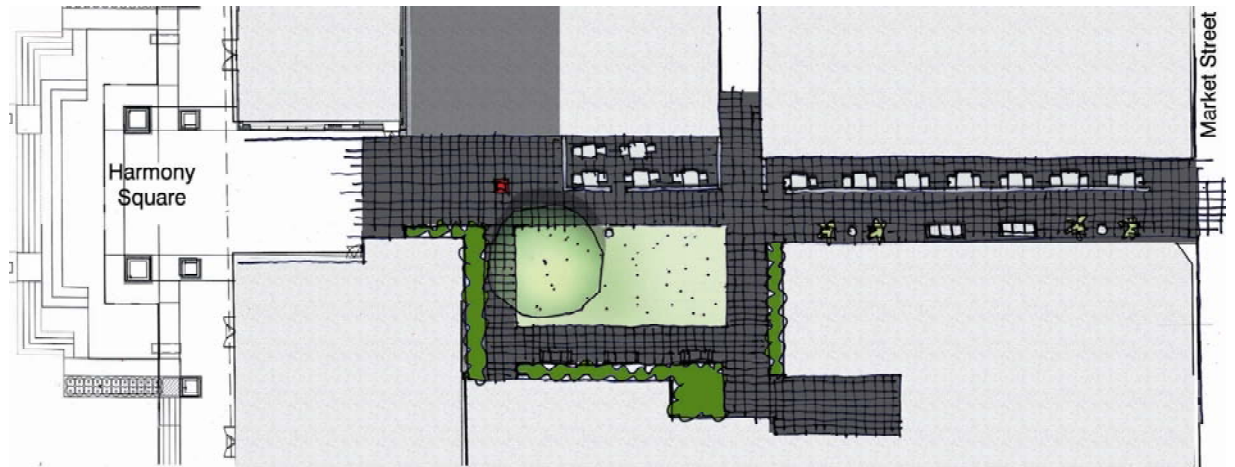
Victoria Park: Plan of Corner Treatment



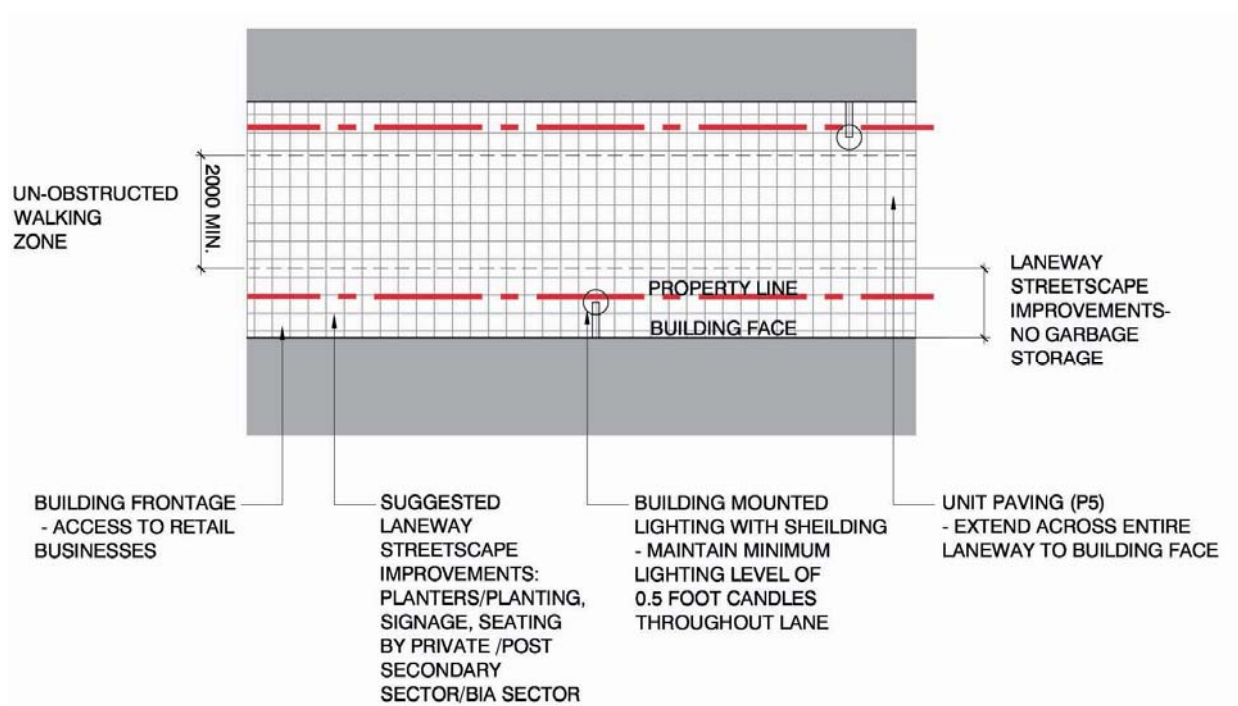
Victoria Park: Elevation of Corner Treatment

5.4 LANEWAYS

For the purposes of this Downtown Streetscape Design Plan, Laneways are defined as narrow areas exclusive to pedestrians and light duty pick-up trucks, between buildings at rear facades, which provide an opportunity to link one place of interest or Downtown Street to another. These areas will have lighting and paving that will help make them safe, useable and inviting for pedestrians. Laneway improvements will also consist of the following elements provided by the private sector / BIA: planters/ planting, signage and seating. Entrances to stores and residences are to be encouraged as are outdoor cafés and small courtyards. The Design Plan lays out the basic design elements required to make a lane a Laneway. There is an existing laneway between Market Street South and Harmony Square where this treatment can be applied.



Laneway: Concept Plan - Typical



Laneway: Design Plan

5.5 FUTURE STUDY AREA

Icomm Drive is a major motor way arterial. Its character and scale is completely different from that of the other streets in this streetscape design plan. The overall layout of the pedestrian zone for this street is illustrated in the Downtown Master Plan and is to be referred to when a detailed design of the pedestrian/ bike path zone on either side of this road is required. The walkway is to be wide enough for two-way bike traffic and pedestrians with separate pedestrian lighting. A row of trees lining both sides of the path is also required, providing at least a 2m wide boulevard plus a 600mm wide concrete band inside the curb. This generous configuration will boost the grandeur for this route which it is now lacking. The routing of this walkway/path system requires detailed design study in conjunction with the existing parking garage entrance and Farmers' Market building and bike path system that is outside of the realm this streetscape design plan.

Water Street is primarily a back lane street in character. It will be detailed in conjunction with the YMCA site in a manner similar to the special Market Lane North palette - allowing for an improved pedestrian streetscape. Downtown street lights are to be used, concrete paving on the roadway and the standard 3 metre wide City walkways are to be incorporated. The integration of the potential park opening at the west end and the vacant lots at the east end provide opportunities for Water Street to become a pedestrian streetscape linking two distinct spaces. Laurier Brantford, in conjunction with the YMCA, will provide the detailed design for the west end to be duplicated at the east end of Water Street as required.

5.6 AREAS OF SPECIAL CONSIDERATION

A number of sites have been identified by the City of Brantford as worthy of future study. These have been included in Appendix 7.3. All of the sites mentioned are to have the same streetscape standards applied to the public realm on a case by case detailed design plan.

6.0 DESIGN ELEMENTS

6.1 PAVING

To promote downtown Brantford as a desirable destination, a unified and improved palette of streetscape paving materials has been developed. Poured in place concrete has been specified for primary pedestrian walkways because of its affordability, durability and readily available qualities. Concrete paving is easily maintained and meets accessibility requirements. Coloured concrete has been indicated to help highlight special treatment zones. Permeable paving has been reserved for non-pedestrian zones (over tree pits) and for Laneways to upgrade the image in these relatively small areas.

(P1) Concrete (Sidewalks):

Width - 3m

Finish - Broom Finish

Scoring Pattern - As shown on detail plan, expansion joints at 6m o/c

Colour - White

Thickness - To City of Brantford standards

Other - Should be continuous across driveways

(P2) Permeable Pavers (Downtown Street Curb Extension Treatment):

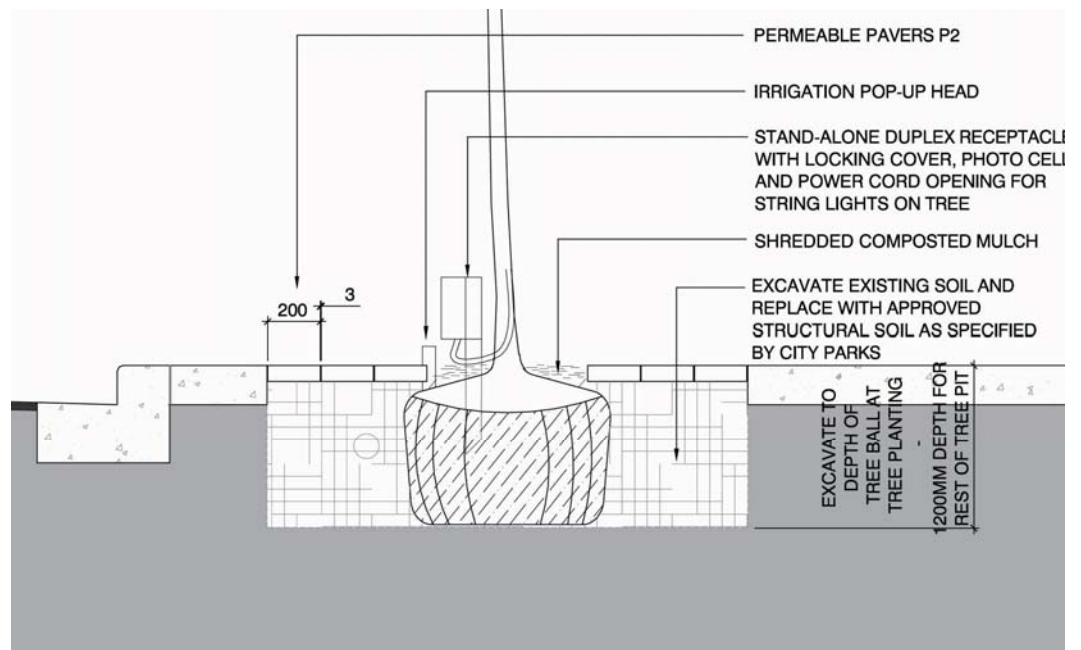
Manufacturer - Unilock

Collection - Double Holland

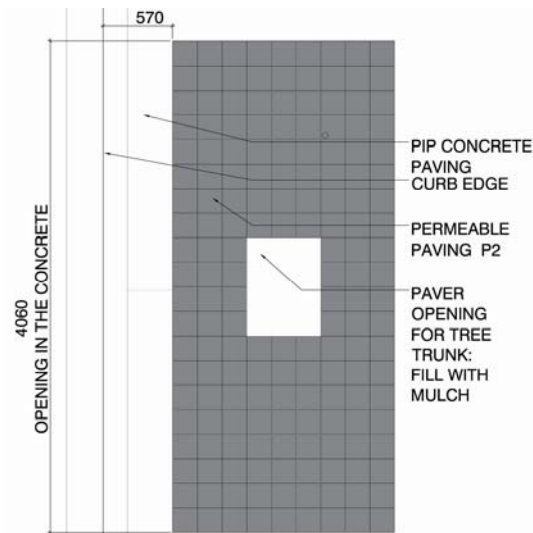
Size - 200mm x 200mm 60mm

Colour - Dark Charcoal

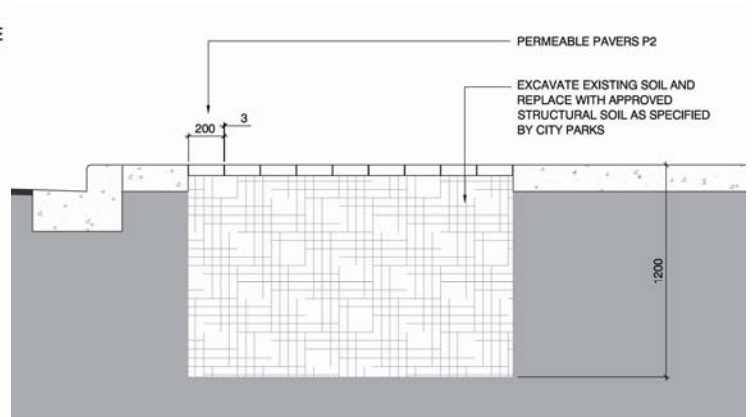
Other - Install with 3mm gaps, fill with granitic sand



Permeable Pavers Section at Tree



Permeable Pavers Plan



Permeable Pavers Section

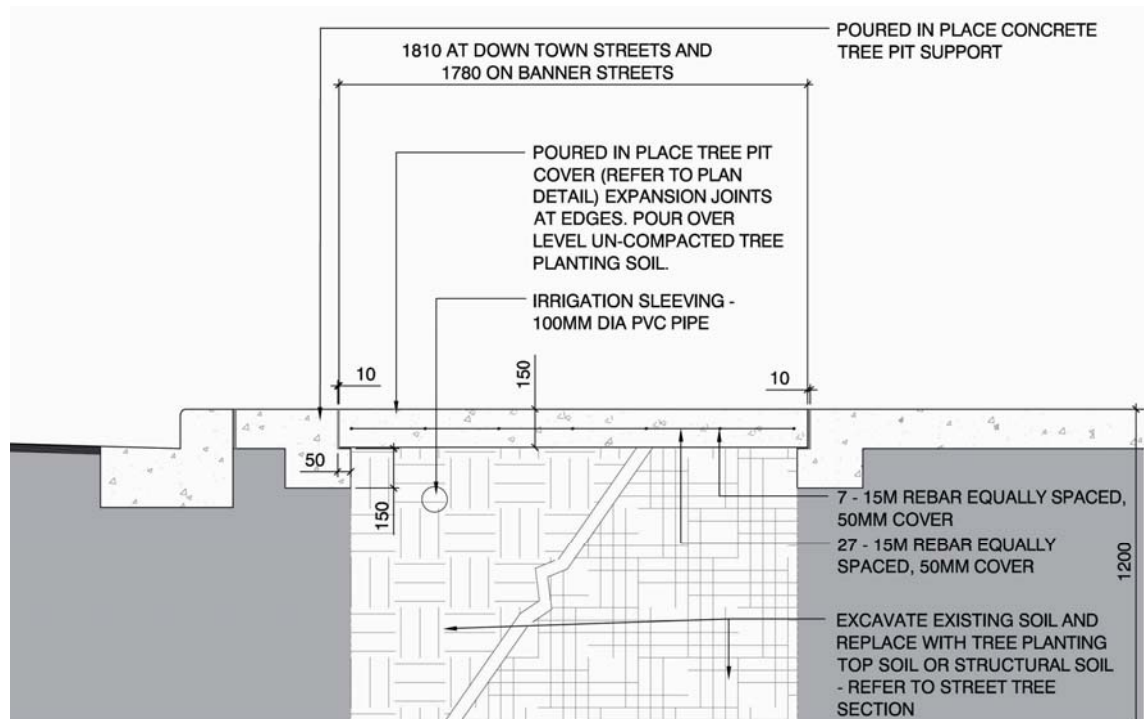
(P3) Concrete Tree Pit Cover (All Curb Extension Treatments):

Material - Poured in Place Concrete

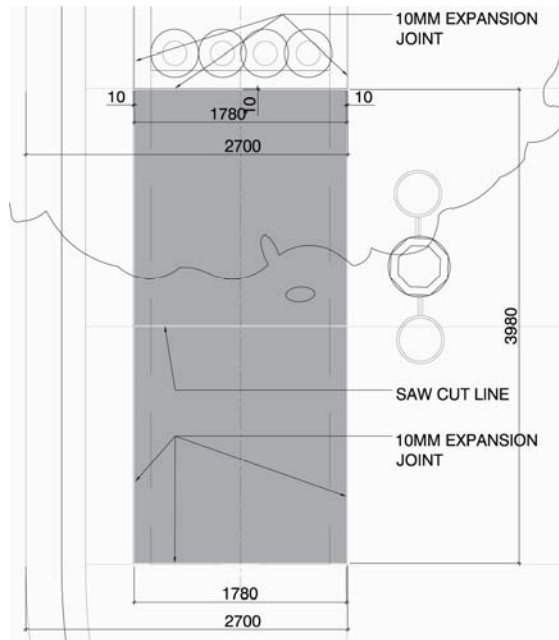
Panel Size - As shown

Colour - Charcoal C-24 Admixture by Scofield or approved equal **OR** concrete white as indicated on details

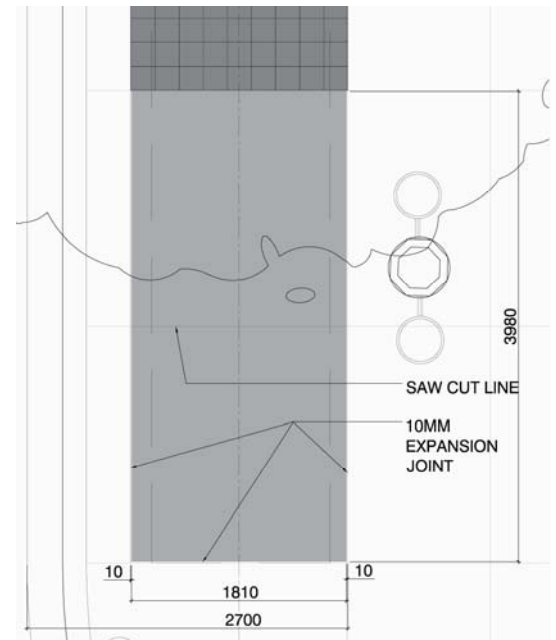
Thickness - 150mm with wire mesh reinforcing



Tree Pit Cover Section



Banner Street Treatment



Downtown Street Treatment

(P4) Coloured Concrete (Market Street / Pedestrian Mews):

Material - Poured in Place Concrete

Scoring Pattern - As shown on detail plan, expansion joints at 6m o/c

Colour - Charcoal C-24 Admixture by Scofield or approved equal **OR** concrete white as indicated on details

Thickness - As per City of Brantford Standards

(P5) Unit Pavers (Laneways):

Manufacturer - Unilock

Collection - Double Holland

Size - 200mm x 200mm x 60mm

Colour - Dark Charcoal

(P6) Concrete Curb (Roads):

Dimensions - 200mm width x 150mm height

Colour - White

Other - To City of Brantford Standards

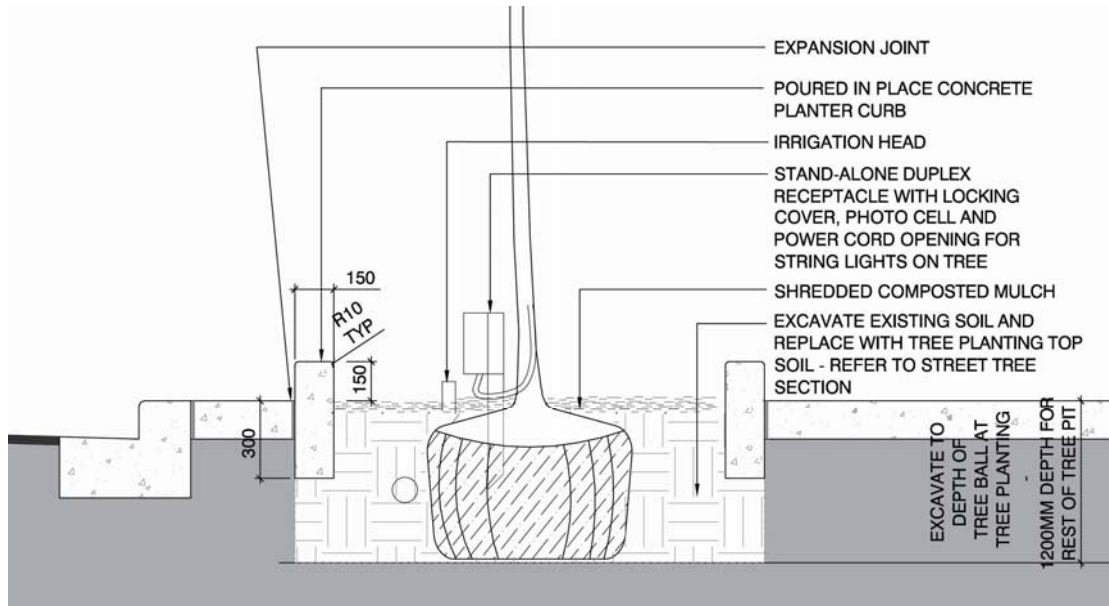
(P7) Curb and Gutter (Roads):

Dimensions - 200mm width x 150mm height with 300mm wide gutter

Colour - White

Other - To City of Brantford Standards

- (P8) Planter Curb (Banner Streets):
 Dimensions - 150mm width x 150mm height
 Colour - White



Planter Curb Section

- (P9) Accessibility Corner Treatment
 Other - To City of Brantford Standards
- (P10) Asphalt Roads (All Roads with the exception of Market Street between Darling & Dalhousie):
 Other - To City of Brantford Standards
- (P11) Crosswalk Markings:
 Other - To City of Brantford Standards

6.2 FURNITURE

Benches, waste receptacles, bicycle parking, free standing planters, ash urns, recycling containers, removable bollards, bus shelters, fencing, light standards, gateway banner poles and drainage grates constitute the elements in this section.

- Some of the elements are fully detailed to allow for complete consistency in design intent, while the custom items have a performance standard given.
- The following street furniture collection has been chosen for its durability, its compatibility with Brantford's climate and for its future availability.
- All street furniture is to be black, with the exception of art elements, kiosks, signage, light standards and bicycle rings.
- All park furniture is to be black with the exception of the bicycle rings that are to be stainless steel.
- Street furniture is to be placed out of the way of emergency and maintenance vehicles, **with special consideration to snow removal vehicles.**
- Bicycle parking are to be installed as part of the Banner Street and Downtown Street Curb Extension treatments and at regular intervals throughout the Downtown to promote bicycles as an option for transportation.
- Free standing planters should be used **sparingly and only at key locations and not in the City Sidewalk Zone or the Curb Extension Zone.**
- Allowances for streetscape bicycle parking and information kiosks as public art components have been made and will be implemented at the City's discretion.
- Although the Downtown Streetscape Design Plan provides locations for waste receptacles, these have been identified for convenience of the public at large and are not a solution to downtown garbage pickup in general. The larger issue of garbage and recycling pickup for residents and businesses has not been considered as part of this Downtown Streetscape Design Plan.
- Street and pedestrian lighting is simplified to a single fixture throughout the downtown core.
- None of the furniture is to have advertising of any kind.

6.2.1 BENCHES

6.2.1.1 PUBLIC PARKS



Option 1

- Product: Hyde Park
- Size: 1498mm (59”) length
- Weight: 450 lbs
- Colour: Black
- Options: metal rod seat
- Mounting: To be anchored in concrete as per manufacturer’s instructions
- Installation: As per manufacturer’s instructions
- Manufacturer: LANDSCAPEFORMS
www.landscapeforms.com



Option 2

- Product: Premier - Arched Back Bench
- Model: PA6
- Size: 6’ length
- Colour: Black
- Mounting: To be anchored in concrete as per manufacturer’s instructions
- Installation: As per manufacturer’s instructions
- Manufacturer: Paris Equipment Manufacturing
www.peml.com

6.2.1.2 STREETSCAPE



- Product: Gramercy
- Model: GRB-4
- Size: 1295mm (51”) length
- Colour: Black
- Options: Metal rod seat
- Mounting: To be anchored in concrete as per manufacturer’s instructions
- Installation: As per manufacturer’s instructions
- Manufacturer: Canada Site Furnishings
www.canadasitefurnishings.com

Placement: Centred on raised planters, 2 benches facing each other. Refer to Sections 5.1 and 5.2

6.2.2 WASTE RECEPTACLES

6.2.2.1 PUBLIC PARKS



Option 1

- Product: Park Vue
- Capacity: 30 Gallon
- Colour: Black
- Options: Side opening lid with liner
- Mounting: To be anchored in concrete as per manufacturer's instructions
- Installation: As per manufacturer's instructions
- Manufacturer: LANDSCAPEFORMS
www.landscapeforms.com



Option 2

- Product: Premier EV Series
- Model: PFT34-EV
- Capacity: 34 Gallon
- Colour: Black
- Mounting: To be anchored in concrete as per manufacturer's instructions
- Installation: As per manufacturer's instructions
- Manufacturer: Paris Equipment Manufacturing
www.peml.com

6.2.2.2 STREETSCAPE



- Model: Cunningham
- Capacity: 32 Gallon
- Colour: Black
- Options: LID-F
- Mounting: To be anchored in concrete as per manufacturer's instructions
- Installation: As per manufacturer's instructions
- Manufacturer: Canada Site Furnishings
www.canadasitefurnishings.com

6.2.3 BICYCLE PARKING

6.2.3.1 PUBLIC PARKS



- Model: Ring
- Colour: Stainless Steel
- Mounting: Embedded
- Installation: As per manufacturer's instructions
- Manufacturer: LANDSCAPEFORMS
www.landscapeforms.com

Minimum Clearances:

- 457mm (1.5ft.) from the curb
- 4.5m (15ft.) from fire hydrants and bus stops
- 750mm (2.5ft.) from tree pit edges and raised planters

6.2.3.2 STREETSCAPE



- **To be used in locations where public art has not yet been secured**

- Model: Orion
- Colour: Stainless Steel
- Mounting: Surface
- Installation: As per manufacturer's instructions
- Manufacturer: Canada Site Furnishings
www.canadasitefurnishings.com

Minimum Clearances:

- 457mm (1.5ft.) from the curb
- 4.5m (15ft.) from fire hydrants and bus stops
- 750mm (2.5ft.) from tree pit edges and raised planters

6.2.4 FREE STANDING PLANTERS



- To be used sparingly and only at key locations and not in the City Sidewalk Zone or the Curb Extension Zone
- Model: Cunningham
- Size: 25" x 32"
- Colour: Black
- Mounting: As per manufacturer's instructions
- Installation: As per manufacturer's instructions
- Manufacturer: Canada Site Furnishings
www.canadasitefurnishings.com

6.2.5 ASH URNS



- Model: Infinity™ Ultra-high Capacity Outdoor Smoking Receptacle (RCP9W34APE)
- Weight: 61 pound
- Colour: Black
- Mounting: Surface
- Installation: As per manufacturer's instructions
- Manufacturer: Rubbermaid Commercial Products
www.rubbermaidcommercial.com
- Supplier: Twin Supply Inc., www.twinsupply.com

6.2.6 RECYCLING CENTRES



- **Add "RECYCLING" label to lid on unit**
- Model: Cunningham
- Capacity: 32 Gallon
- Colour: Patriot Blue
- Options: LID-F
- Mounting: To be anchored in concrete as per manufacturer's instructions
- Installation: As per manufacturer's instructions
- Manufacturer: Canada Site Furnishings
www.canadasitefurnishings.com

6.2.7 REMOVEABLE BOLLARDS



- **For use on Streets that function temporarily as pedestrian mews (Specialty Streets) or use of temporary standard of barricade fencing**
- Model: 318-B - 18" base
- Colour: Black
- Dimensions: 35" H x 5" DIA
- Mounting: As per manufacturer's instructions for removable bollards
- Installation: As per manufacturer's instructions
- Manufacturer: Toronto Fabricating & MFG Co.,
www.tfmc.com

6.2.8 BUS SHELTERS

Performance Standards:

All bus shelters must have lighting provided from backlit panels allowing for paid advertising. Must not be located directly in front of an entrance to or exit from a building.

Clearance from curb: All shelters must allow a straight unobstructed path of a minimum of 900mm (3ft.) between the shelter and the curb.

Other Minimum Distances:

3m (10ft.) from fire hydrants, standpipes

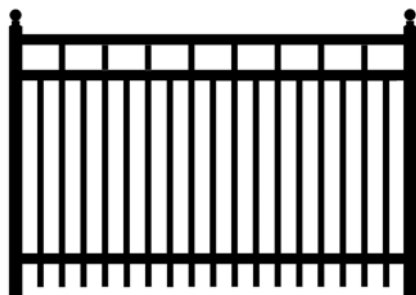
1.5m (5ft.) from tree trunks, canopies

1.5m (5ft.) from tree pits

900mm (3ft.) from street lights, traffic signal poles

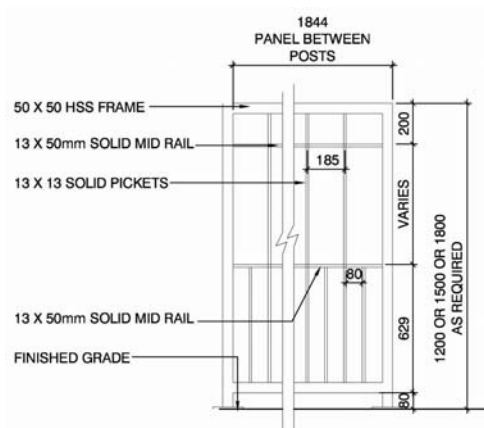
600mm (2ft.) from ventilation, street signs

6.2.9 FENCING



Option 1

- Series: Iron Eagle II Series
- Model: Canadian Eagle (Galvalume)
- Dimensions: Varies
- Colour: Black with E-Coat Protection
- Post Cap: Ball
- Options: Use tamper proof nut
- Mounting: To be anchored in concrete as per manufacturer's instructions
- Installation: As per manufacturer's instructions
- Manufacturer: Iron Eagle Industries Inc.
www.ironeagleind.com



Option 2

- Custom Iron Fence
- Fabrication: Galvanized, primed and painted
- Dimensions: As Shown
- Colour: Black
- Mounting: To be anchored in concrete footings
- Installation: Segments assembled off-site

6.2.10 LIGHT STANDARDS

All new light poles are to match the current municipal standards and as shown below.



- Model: Belmont Pole (KBC14) with K10 Capital and K118 Washington Luminaires
- Pole Height: 13'
- Pole Colour: Eclipse
- Pole Finish: Etched
- Accessories: Planter Basket & Banner Arm Hardware
- Mounting: Direct Embedment
- Installation: As per manufacturer's instructions
- Manufacturer: King Luminaire
www.stresscrete.com

Other: For information on signage specifications refer to Section 6.3.1.1.

6.2.10.1 ACCESSORIES

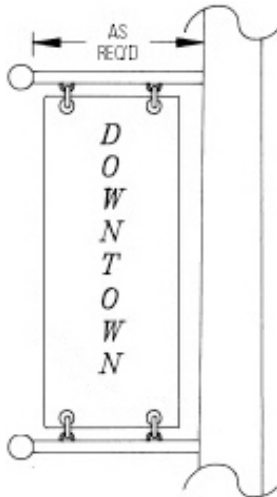
6.2.10.1.1 PLANTER BASKET HARDWARE



- Model: FPF-16-MOD-2
- Colour: Black
- Installation: As per manufacturer's instructions
- Manufacturer: King Luminaire
www.stresscrete.com

*For illustration purposes only.
Image does not reflect exact hardware specified.*

6.2.10.1.2 BANNER ARM HARDWARE



- Model: BA (2 Arms)
- Colour: Black
- Installation: As per manufacturer's instructions
- Manufacturer: King Luminaire
www.stresscrete.com

6.2.11 GATEWAY BANNER POLES



- Model: E275-DPO-G-S11 in Black (Eclipse S11)
- Pole Height: 6.7m (22')
- Capital: 6" Round Ball Cap
- Accessories: Banner Arm Hardware (BA) with 2 arms
- Installation: As per manufacturer's instructions
- Manufacturer: King Luminaire
www.stresscrete.com

*For illustration purposes only.
Image does not reflect exact pole specified.*

Other:

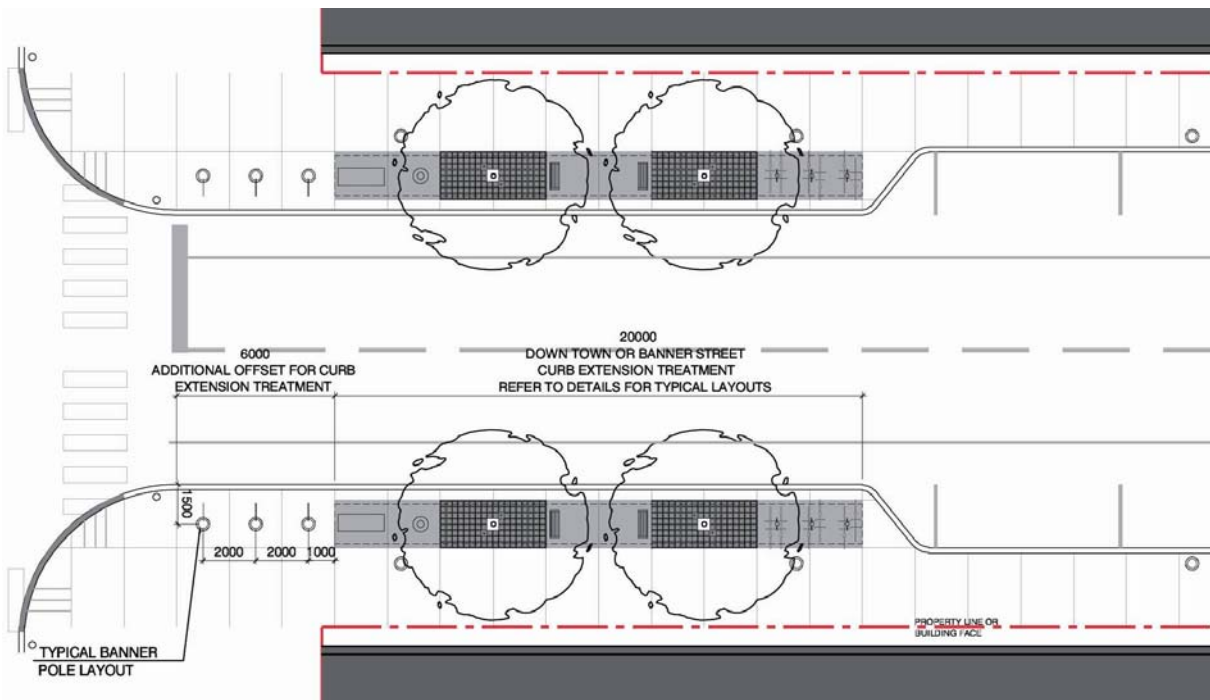
All poles are to be spaced 1.5m (5ft.) back from edge of curb.

Poles are to be spaced 2.0m (6.5ft.) on centre.

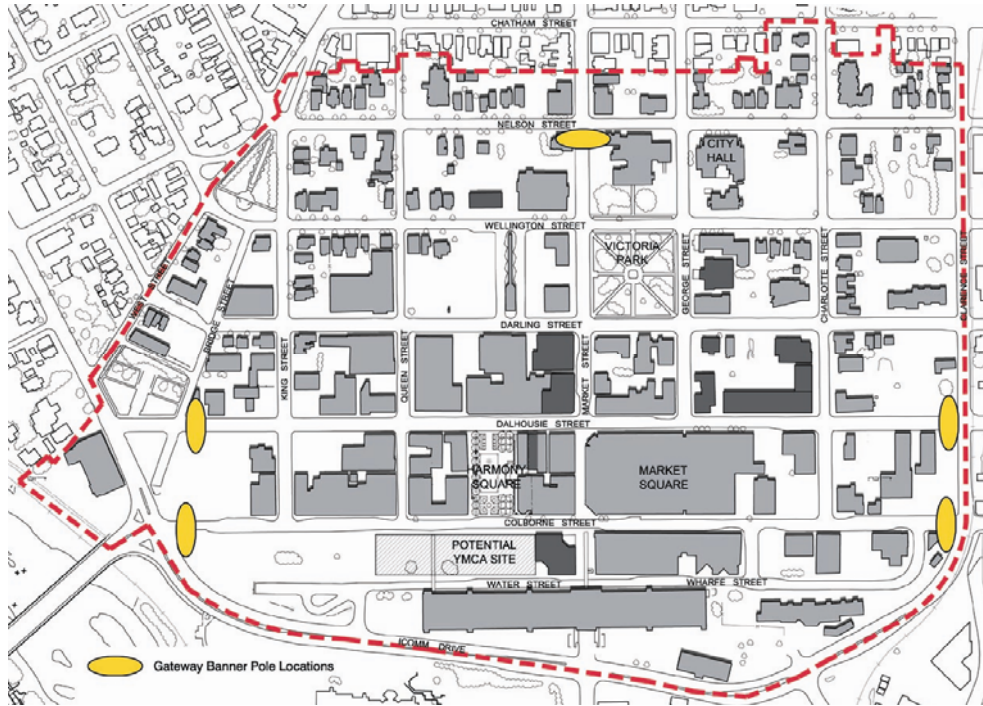
The banner content, rotation and maintenance is to be programmed by the BIA and City partnership.

The use of large pole banners is to be solely at the gateway or entrance locations to the downtown with 'welcome' banners. The matching banner poles will be in groups of three placed directly across the street from each other as illustrated below.

For information on signage specifications, refer to Section 6.3.1.1

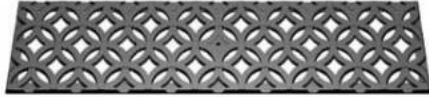


Gateway Banner Pole Layout



Gateway Banner Pole Locations

6.2.12 DRAINAGE GRATES



- Model: Interlaken 4" x 18" Trench Drain
- Material: Cast Ductile Iron
- Finish: Natural
- Installation: As per manufacturer's instructions
- Manufacturer: Iron Age Designs
www.ironagegrates.com

6.3 SIGNAGE

This plan outlines banners, fingerpost signs and kiosks as a preliminary signage package. The City of Brantford will provide the design for a complete signage suite to be implemented. This suite will include signage for the elements listed below as well as for parking, heritage plaques and institutions. A general signage report (June 15, 2010) was prepared by the signage group on the Downtown Action Committee. This report is available through the City and should be used as a reference for further signage implementation.

6.3.1 STREET SIGNAGE

6.3.1.1 BANNERS

The Downtown Light Standards, outlined in Section 6.2.7, are to have small banners that can have information promoting cultural exhibits or events and public events that foster tourism and/or enhance the image of Downtown Brantford. They can be used to emphasize the cultural heritage of the city. Vertical banners shall be approximately 500mm wide and 1000mm in length.

The Gateway Banner Poles, found under Section 6.2.8, are to have large banners that act as gateways welcoming people to the downtown. Horizontal banners are not permitted on these poles. Vertical banners shall be approximately 700mm wide and 2400mm in length that 'welcome' people to the Downtown.

All banners are to be screen-printed reinforced vinyl of a durable, light weight material, suitable for windy outdoor conditions.

Banners are to be used to promote City approved programs. No commercial advertising.

6.3.1.2 FINGERPOST SIGNS

Fingerpost signage blades are to be attached to existing signal light posts. Blade design is to be determined by City and BIA partnership and based on colour scheme found in City of Brantford, BIA and Laurier logos.

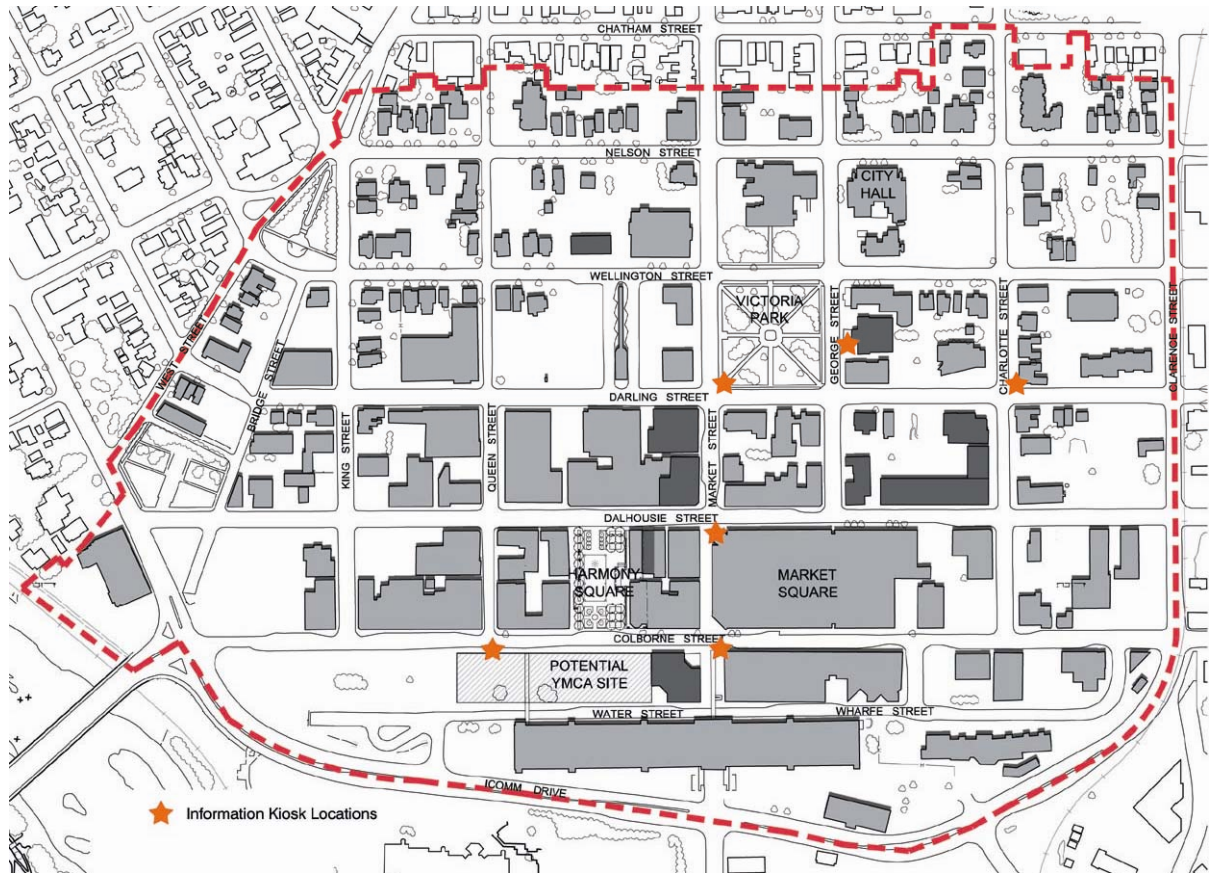
Performance Guidelines for Fingerpost Signage:

- Placement of blades to occur below existing street and traffic signage.
- Blades must be a minimum 2.8m (9ft.) above street level.
- Must be white reflective font on coloured background.
- Blade to be of a durable, weather resistant material.
- Blade placement to be within 2-3 blocks of destination indicated.
- Blade signage required as a minimum for: City Hall, Farmers' Market, Casino, Walk of Fame, all Memorials and Public Parks, Public Library, all landmark Buildings (including University), Bus and Rail Stations.

6.3.2 TOURIST SIGNAGE

6.3.2.1 WAYFINDING

The use of markers in the form of information kiosks allows people to orient themselves and navigate their way from place to place. This plan outlines other passive forms of wayfinding that includes street banners, gateway banners and fingerpost signage.



The above represents suggested location opportunities for Information Kiosks.

Performance Standards for Information Kiosks:

- 1200mm x 1200mm x 2400mm ht. approx.
- All metal to be powdercoat with e-coat rust proofing, weather resistant construction
- All metal to have anti-graffiti coating
- 10yr warranty against rust and structural failure
- 3 backlit panels CSA approved with clear plexiglass cover
- Energy efficient , easily accessible daylight sensor
- Tamper-proof anchoring to concrete sidewalk
- 3 changeable panels with lockable opening
- 1 map, 2 advertisements
- 1 side labelled "VISITOR INFO"
- Information to be printed on self adhering sign

6.3.3 BUILDING SIGNAGE

Post Secondary Banners attached are to be as per the corresponding Institution's standards.

All Municipal buildings to have building identification signage as per City approved standards.

6.4 SEASONAL DECORATION

Throughout the year, by changing a few items, a feeling of the season can be achieved. This plan recommends the following treatments:

- LED Lights on all the street trees along streets within the study area.
- LED Lights on trees in Victoria Park and Harmony Square
- Seasonal Hanging Baskets on all light standards in all Curb Extension Treatments, on all Light standards on Market Street between Darling and Dalhousie Streets and on every second Light standard on Downtown Streets
- Seasonal Banners on every light standard along Banner Streets, with the exception of the light standards in the Curb Extension Treatments (those will get seasonal hanging baskets).

6.5 PLANT MATERIAL

Tree and understory planting needs to be understood in the current context of the City of Brantford maintenance capabilities, as well as future capabilities. It is strongly suggested that a programming strategy of encouraging participation in on-going maintenance of the streetscape in conjunction with BIA Groups, Institutions, Public Buildings, Church Groups, etc. to provide “eyes on the streets” and personal ownership.

6.5.1 STREET TREES

Street trees are an important element of the streetscape. They should be rhythmic in their placement in order to create a strong, visually unifying streetscape. Plant materials noted are meant to identify some suitable species to provide guidelines for choosing appropriate plantings. The plant lists provided are not comprehensive and are subject to change over time.

Botanical Name	Common Name	Condition	Size (cal.)	Location / Remarks
Deciduous Street Trees				
<i>Acer freemanii</i>	Autumn Blaze Maple	WB	75mm	Dalhousie Street (Banner Street Curb Extension only) High Branching
<i>Eucommia ulmoides</i>	Hardy Rubber Tree	WB	75mm	All Other Streets High Branching
<i>Ginkgo biloba</i>	Maidenhair Tree	WB	75mm	All Other Streets High Branching
<i>Gleditsia triacanthos</i> var. <i>inermis</i>	Thornless Honeylocust	WB	75mm	Colborne Street (Banner Street) High Branching
<i>Platanus x acerifolia</i> ‘Bloodgood’	‘Bloodgood’ London Plane	WB	75mm	Opposite Harmony Square High Branching
<i>Prunus serrulata</i> ‘Kwanzan’	Kwanzan Cherry	WB	75mm	All Other Streets High Branching
<i>Pyrus calleryana</i> ‘Bradford’	Bradford Pear	WB	75mm	All Other Streets High Branching
<i>Tilia tomentosa</i>	Silver Linden	WB	75mm	All Other Streets High Branching
<i>Zelkova serrata</i>	Japanese zelkova	WB	75mm	All Other Streets High Branching

All trees are to be of No. 1 Grade.

Trees planted in raised planters shall have approximately 15 cubic metres of soil area per tree in continuous tree pit.

Trees planted in permeable surfaces shall have approximately 15 cubic metres of soil area per tree in continuous tree pit.

Topsoil is to be fertile, friable natural sandy loam (50-60% Sand, 40-60% Silt, 6-10% Clay) containing sufficient organic matter to sustain vigorous plant growth (4%- 6% or as recommended by soil testing laboratory). Topsoil pH value must range between 5.5-7.5, and shall be free of subsoil, roots, vegetation, noxious weeds, debris, toxic material, stones, and other extraneous matter over 25mm diameter.

Structural Soil: Approved Structural Soil as specified by City Parks Department.

Tree Spacing:

Downtown Street Corner Curb Extension - every 8m

Banner Street Corner Curb Extension - every 8m

Specialty Streets -

Market Street - every 8m

Victoria Park Perimetre - every 8m

For irrigation of trees within the raised planting beds of the **Banner Street Curb Extension**, drip irrigation is to loop around and cover the entire planter bed.

The trees in the **Downtown Curb Extension Treatment** are to have two bubbler heads located within 300mm of the base of the tree on opposite sides away from pedestrian circulation.

6.5.2 CURBED PLANTING BEDS

Raised planting beds occur as an element in the Banner Street Curb Extension Treatment. All beds are to have an increased soil depth as per the details in order that the plant material can thrive. The following list of plant materials are meant to identify some suitable species and to provide guidelines for choosing appropriate plantings. The plant list below is not comprehensive and is subject to change over time. Additional plant selections may be considered where/as approved.

Botanical Name	Common Name	Condition	Size	Remarks
Evergreen Shrubs				
Buxus microphylla var. koreana	Koreana Wintergem	Potted	30cm ht. 20cm dia. pot	8 plants at base of tree, rows perpendicular to street
Euonymus fortunei 'Sarcoxie'	Sarcoxie Euonymus	Potted	60cm ht. 40cm dia. pot	4 plants at base of tree, rows perpendicular to street
Taxus media 'Hicksii'	Hick's Yew	Potted	75cm 40cm dia. pot	4 plants at base of tree, rows perpendicular to street
Perennials				
Geranium x cantabrigiense 'Biokovo'	Bikovo Cranesbill	Potted	3 gal. 30cm dia. pot	Select one species to be used within all curb extensions at each intersection.
Geranium macrorrhizum 'Spessart'	Hardy Geranium	Potted	3 gal. 30cm dia. pot	
Hemerocallis 'Stella D'Oro'	Stella D'Oro Daylily	Potted	3 gal. 30cm dia. pot	
Hosta 'Big Daddy'	Big Daddy Hosta	Potted	3 gal. 30cm dia. pot	
Rudbeckia fulgida	Goldsturm	Potted	3 gal. 30cm dia. pot	

For irrigation of plants within the raised planting beds of the **Banner Street Curb Extension**, drip irrigation is to loop around and cover the entire planter bed.

6.5.3 HANGING BASKETS

Hanging baskets provide an opportunity for seasonal decoration and are to be the responsibility of the BIA/City partnership.

To be irrigated by hand watering orchestrated by the BIA/City partnership.

Hanging baskets should be consistent throughout and baskets with water reservoir/storage capacity shall be used wherever possible.

6.6 PUBLIC ART COMPONENT OPPORTUNITIES

Public art creates character and identity, contributing to the overall success of a neighbourhood. This concept has been embraced by Brantford as evidenced by the adoption by Council of the Public Art Policy (2010) and the Municipal Cultural Plan (2005). Important initiatives such as the Sanderson Centre and the growing number of downtown festivals will attract artists to the downtown core as will the expanding post-secondary institutions through their cultural programs. Partnerships that promote cultural activity are to be encouraged.

One of the ways to expand the opportunity for art is to take it beyond the decorative elements to the functional elements. This report recommends that public art component opportunities exist, but are not limited to, functional art in the form of bicycle parking and information kiosks and that all other forms of public art should be considered. The suggested placement of information kiosks is shown in Section 6.3.2.1. The placement of bicycle parking should be limited to the portion of the curb extension locations farthest from the intersection on the Downtown and Banner Streets as illustrated in Sections 5.1 and 5.2. Both of these elements provide an opportunity to infuse a public art component in to the Downtown.

Public art attracts people and can be used to create the personalities of districts within a downtown. Although this report recommends bicycle parking and information kiosks as opportunities for public art, opportunities exist beyond using only streetscape elements. Public art should be encouraged and can take the form of any number of elements such as fountains, outdoor sculptures, objects, wall art and memorial art to name a few. In addition to permanent art, temporary art installations can also be a means to draw people to the downtown. An example of this on a grand scale is “The Gates” by Christo and Jeanne-Claude in New York City. On a smaller scale sidewalk chalk drawings are sure to draw a crowd.

In order to implement and encourage public art, there is a need to create an action plan for public art that complements existing policy, as well as procedures currently in development for new public art. This is best accomplished through the leadership of existing City supports, such as the Brantford Cultural Advisory Committee and Public Art Subcommittee in partnership with key City staff. The use of area artists or the community is encouraged as it supports the local economy.

- 7.0 APPENDIX
- 7.1 Brantford Walk of Fame
- 7.2 Direction
- 7.3 List of Renewal Sites
- 7.4 Reference Material
- 7.5 Cost Analysis