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VILLAGE of HASTINGS MUNICIPALITY of TRENT HILLS

Waterfront & Downtown Design Improvements

**Basterfield & Associates
Landscape Architects**

Final: April 2009
(Previous Draft: January 2009)
B & A Job No: 08-22

Workshop Process

The public workshop for the Village of Hastings took place on October 30, 2008. This was a 4-hour, evening event with the following format:

- Explanation of a 4-point revitalization strategy.
- Introduction to successful downtown design elements.
- Short slideshow of existing features of community.
- "Dot-mocracy" process, where the group answered the following questions:

1. In your opinion, what are the top two existing features, elements, or places that enhance the physical characteristics of the downtown and the waterfront?

2. In your opinion, what are the top three existing features, elements, situations, or places that detract from the physical characteristics of the downtown and the waterfront?

3. In your opinion, what are the top three priority areas that need design improvements or solutions? What improvements do you envision taking place there?

This question was designed to allow the participants to give specific input. It also utilized an aerial map (shown on the cover) as a visual aid.

- After each question the group was given the opportunity to vote on the priority of each answer that was submitted. This "popular vote" allows everybody to see which elements really require the most attention.

The purpose of this process is to draw out the participants' knowledge regarding the key physical issues of their community, and is designed to allow all relevant issues to be aired equitably. This process is most effective with 25-35 participants and attendance was very good. Invitations were sent out by the municipality to ensure a broad representation from the community.

Following is the information gained from the workshops, with the number of votes each received, and ranked from top priority to lowest priority. Some of the issues raised (*in italics*), while justified concerns within the community, are out of the control of the consultants to realistically propose effective changes within the conceptual design. The final recommendations focus on the physical & predominantly public-space-oriented issues with practical, community-specific solutions.

Results

Question #1:

In your opinion, what are the top two existing features, elements, or places that enhance the physical characteristics of the downtown and the waterfront?

- Marina (13 dots)
- Bridges & Locks (11 dots)
- Gazebo (11 dots)
- North Shore Park (7 dots)
- *Community Events* (6 dots)
- *Downtown Architecture* (4 dots)
- Ball Field (3 dots)
- Tannery & Towers (3 dots)
- Legion Park (3 dots)
- Hazelwood's beach (2 dots)
- Trans-Canada Trail (2 dots)
- Old Mill (2 dots)
- Parks Canada Park (2 dots)
- 50 steps (1 dot)
- Art elements (1 dot)
- Fish Spawning Area (1 dot)
- Marina Walkway (1 dot)
- Totem Pole (1 dot)
- Churches (0 dots)

Question #2:

In your opinion, what are the top three existing features, elements, situations, or places that detract from the physical characteristics of the downtown and the waterfront?

- Main Intersection (8 dots)
- Poor Connectivity (7 dots)
- Parking Lots (5 dots)
- Valumart Back Access (4 dots)
- Industrial Land (3 dots)
- North Intersection (3 dots)
- South Entry (3 dots)
- Post Office Parking & Corner (3 dots)
- Hastings Marine (3 dots)
- Dead End of Homewood (3 dots)
- Sidewalks in Poor Condition (2 dots)
- Maintenance (2 dots)
- Unattractive/ Utilitarian Bridge (2 dots)
- Inconsistent Lighting (1 dot)
- Osprey Point Water Approach (1 dot)
- Arena (1 dot)
- Poor Signage (1 dot)
- "Missing Teeth" in street facades (1 dot)
- "Tony's Mac's Milk Peeve" (1 dot)
- Front St. Poor Condition of Road (0 dot)

Question #3:

In your opinion, what are the top three priority areas that need design improvements or solutions? What improvements do you envision taking place there?

Main Intersection:

- Move Phone Booths
- Add Trees & Shrubs
- Build a Roundabout
- Separate Pedestrians & Cars
- Organize Post Office Parking Lot
- Add Special Paving (avoid interlocking pavers, be sensitive to seniors)
- Add Heritage Lighting
- Planters (more and bigger)
- Add Heritage Street Signs (larger print)
- Add a Welcome to Historic Downtown Hastings Sign (Hub of the Trent)
- Add a Town Clock
- Add Art Elements
- Paint Hydrants
- Add Prominent Heritage / Interpretive Panels
- Add Info Panel / Sign Tree
- Add More Seating (to match marina's)
- Need to improve the view to the east on Front Street

Southern Entry:

- Organize Streets (improve sightlines)
- Work on a Planting Rationale
- Add 26 Memorial Trees (17+9)
- Add Welcome Signage
- Add Directions to Points of Interest (V.I.C. / marina)
- Develop a Waterfront Plan
- Full Pedestrian Circulation (boardwalk)
- Add Picnic Benches
- Add Native Species & Anti-goose Planting
- Improve Traffic Safety at Bridge (align streets)
- Add Trans-Canada Trail Improvements

Northern Entry:

- Introduce a 4-way Stop (not a 3-way)
- Add Welcome Signage
- Add Heritage Lighting (up hill too)
- Add Planting & Planters

WORKSHOP PROCEEDINGS

Waterfront & Downtown Design Improvements
Village of Hastings - Municipality of Trent Hills

Basterfield & Associates
Landscape Architects

January 2009
B & A Job No: 08-22

NORTHERN GATEWAY

Opportunities:

- Create a sense of arrival at this important gateway to the Historic Downtown Hastings.
- Provide opportunities for reduced traffic speed and viewing to the Historic Downtown by adding a 4-way stop.
- Capitalize on the view over Hastings from the top of the hill. Prioritize improvements on the south side of the intersection to draw attention down the hill. Maintain an exceptional view for motorists stopped at the intersection.
- Add: welcome signage, heritage lighting, trees, shrubs & planting.
- Add streetscape improvements leading down the hill.
- For detailed recommendations on each of the four corners of the intersection, please refer to the concept plan on page 5 and the illustration on page 9.

Constraints:

- Narrow sight-lines down the hill – only a glimpse of downtown.
- Improvements must not interfere with the safety and sight-lines at the intersection.

Other Important Opportunities:

- A strong pedestrian link needs to be created between the main intersection and the gazebo on the north shore. Existing conditions are not safe or attractive for pedestrians moving between the downtown and the park.
- Introduce more seating and park related details.

MAIN INTERSECTION

Opportunities:

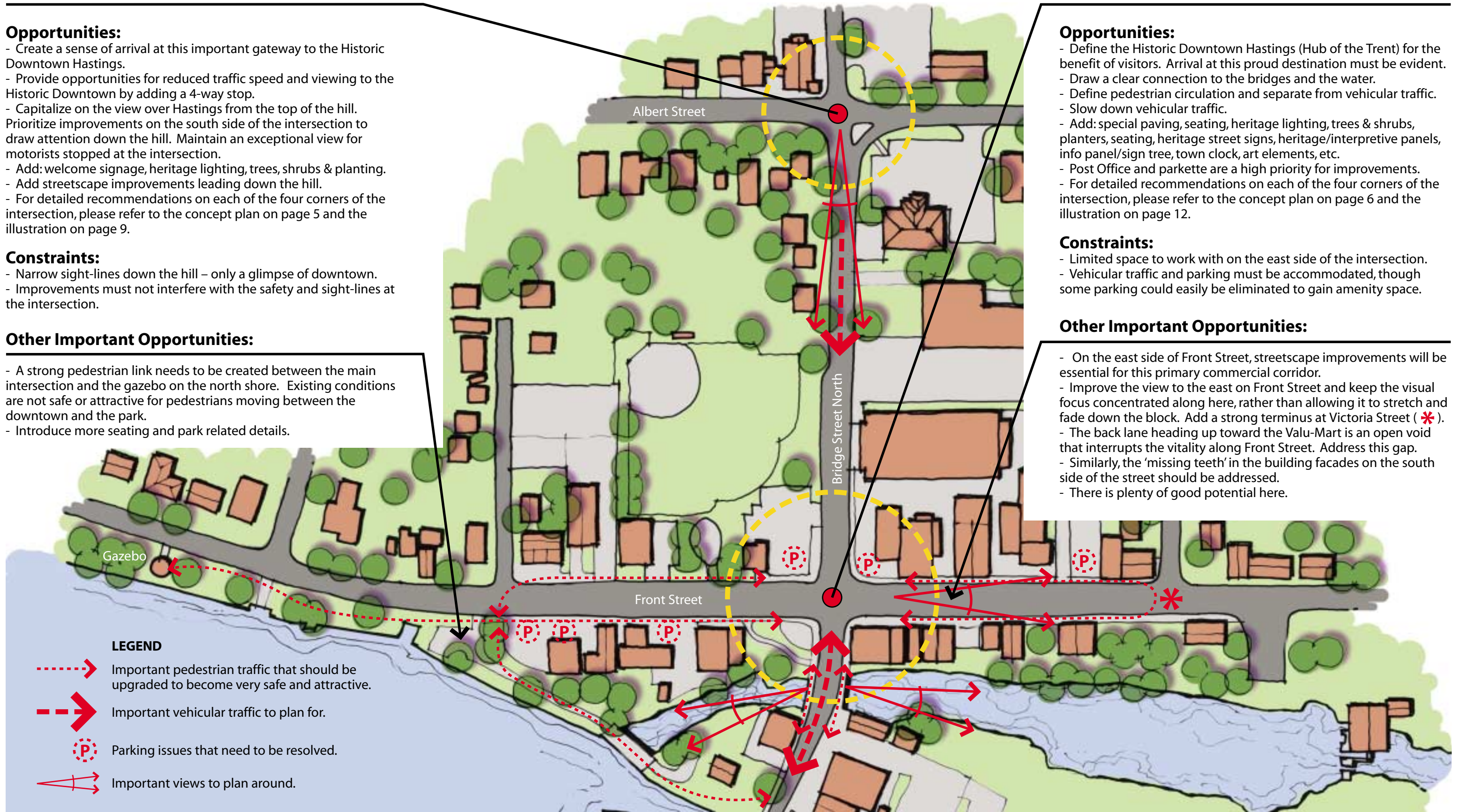
- Define the Historic Downtown Hastings (Hub of the Trent) for the benefit of visitors. Arrival at this proud destination must be evident.
- Draw a clear connection to the bridges and the water.
- Define pedestrian circulation and separate from vehicular traffic.
- Slow down vehicular traffic.
- Add: special paving, seating, heritage lighting, trees & shrubs, planters, seating, heritage street signs, heritage/interpretive panels, info panel/sign tree, town clock, art elements, etc.
- Post Office and parkette are a high priority for improvements.
- For detailed recommendations on each of the four corners of the intersection, please refer to the concept plan on page 6 and the illustration on page 12.

Constraints:

- Limited space to work with on the east side of the intersection.
- Vehicular traffic and parking must be accommodated, though some parking could easily be eliminated to gain amenity space.

Other Important Opportunities:

- On the east side of Front Street, streetscape improvements will be essential for this primary commercial corridor.
- Improve the view to the east on Front Street and keep the visual focus concentrated along here, rather than allowing it to stretch and fade down the block. Add a strong terminus at Victoria Street (*).
- The back lane heading up toward the Valu-Mart is an open void that interrupts the vitality along Front Street. Address this gap.
- Similarly, the 'missing teeth' in the building facades on the south side of the street should be addressed.
- There is plenty of good potential here.



SITE ANALYSIS NORTH

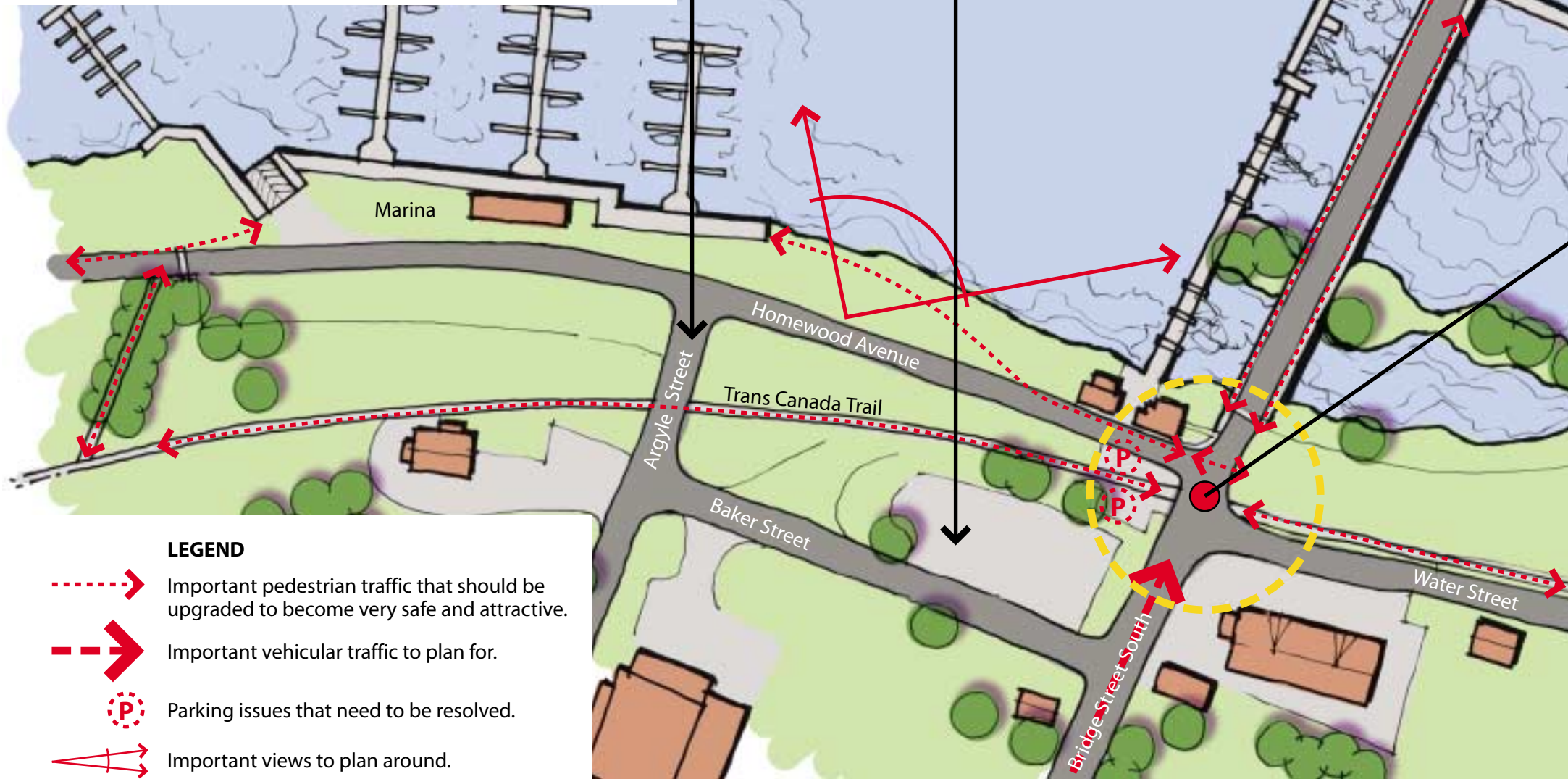
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Other Important Opportunities:

- Capitalize on the attractive views from this small bridge. Provide an opportunity for pedestrians to stop and look. Celebrate bridges.
- Develop an inviting pedestrian walk along the water. Create a valuable connection between the bridges and the gazebo on the north shore.
- A clear and safe crossing of Bridge Street must be provided for pedestrians near the swing-bridge. Introduce traffic calming measures. Please refer to the concept plan on page 6.
- More land could be acquired to expand the public parkland on the south shore.
- The north end of Argyle Street could be deleted and reclaimed as public parkland.



SOUTHERN GATEWAY

Opportunities:

- Emphasize the sense of arrival at this important gateway to the Historic Downtown Hastings.
- Re-organizing the street layout could improve sight-lines and eliminate traffic hazards. Any re-alignment must allow for efficient and attractive improvements to the Trans-Canada Trail and the existing commercial enterprise.
- Draw people across the bridge, pedestrians are best to cross on the west side. Celebrate the bridges.
- Coordinate with a marina and waterfront masterplan that is to include seating, native plantings, and 26 Memorial Trees (initiative of the Hastings Historical Society).
- Add: welcome signage, heritage lighting, trees, shrubs & planting.
- For detailed recommendations on each of the four corners of the intersection, please refer to the concept plan on page 7 and the illustration on page 15.

Constraints:

- Utilitarian bridge presents limited options for improvements.
- The north end of the main bridge is blocked, for pedestrians, on the east side. This is not a safe crossing to the north shore for pedestrians.

LEGEND

- Important pedestrian traffic that should be upgraded to become very safe and attractive.
- Important vehicular traffic to plan for.
- Parking issues that need to be resolved.
- Important views to plan around.



SITE ANALYSIS SOUTH

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NORTHERN GATEWAY
* See Page 5

- North Shore**
- Celebrate the waterfront at the bottom end of each side street (i.e. Hope Street). A small pedestrian landing with a street light, a bench, and a planting bed would work. Connect each landing with a continuous trail through the park to the downtown.
 - Consider a small bridge over the boat ramp that is no longer in use.

MAIN INTERSECTION
* See Page 6

- Front Street West**
- Add a sequence of street lights and street trees on both sides of Front Street. This treatment should end at the corner of Trent Street.
 - A continuous sidewalk on the south side of the street will be essential. Link this sidewalk with a trail that runs through the park to the gazebo. Introduce a small pedestrian landing (*) at this junction with a third path that runs along the water to the locks.
 - Add plenty of seating along the water.

- Homewood Avenue Closure**
- Add to a sense of permanence and some visual appeal for the road block. Remove some of the pavement and replace this with planting. Allow pedestrian circulation to continue.

SOUTHERN GATEWAY
* See Page 7



- Bridge Street North**
- Create a regular sequence of street lights and street trees, on the east side of the street, to draw a clear connection between the Northern Gateway and the Main Intersection.

This will be particularly valuable in improving the view from the top of the hill.

- Front Street East**
- Emphasize this block as the commercial heart of the Historic Downtown Hastings. Bollards or banners on street lamps would be very effective.
 - Continue with a sequence of street lights and street trees on both sides of Front Street. This treatment should end at the corner of Victoria Street.
 - Terminate the east end of this corridor with crosswalks of special pedestrian paving and banner poles on both sides of Front Street. A banner could be strung across the street for special events.
 - Plant street trees at the south end (*) of the parking lot and the lane heading to the Valu-Mart. Picket fencing and small plantings would be another valuable addition for enhancing the gap in the streetscape.
 - Set picket fencing and plants along the edge of the sidewalk to bridge the gaps between buildings on the south side of the street.
 - Introduce new seating on the street.
 - Develop and apply guidelines for commercial signage that respect historical precedents.
 - Consider selecting alternative heritage lamps for the new improvement areas and ultimately phase in similar replacements along Front Street as well.



North West Corner


- The church is a significant and attractive building that serves as a valuable anchor for this corner.
- There is only pavement on this corner and there is ample room to make improvements along the R.O.W.
- Low planting and a street tree are recommended.

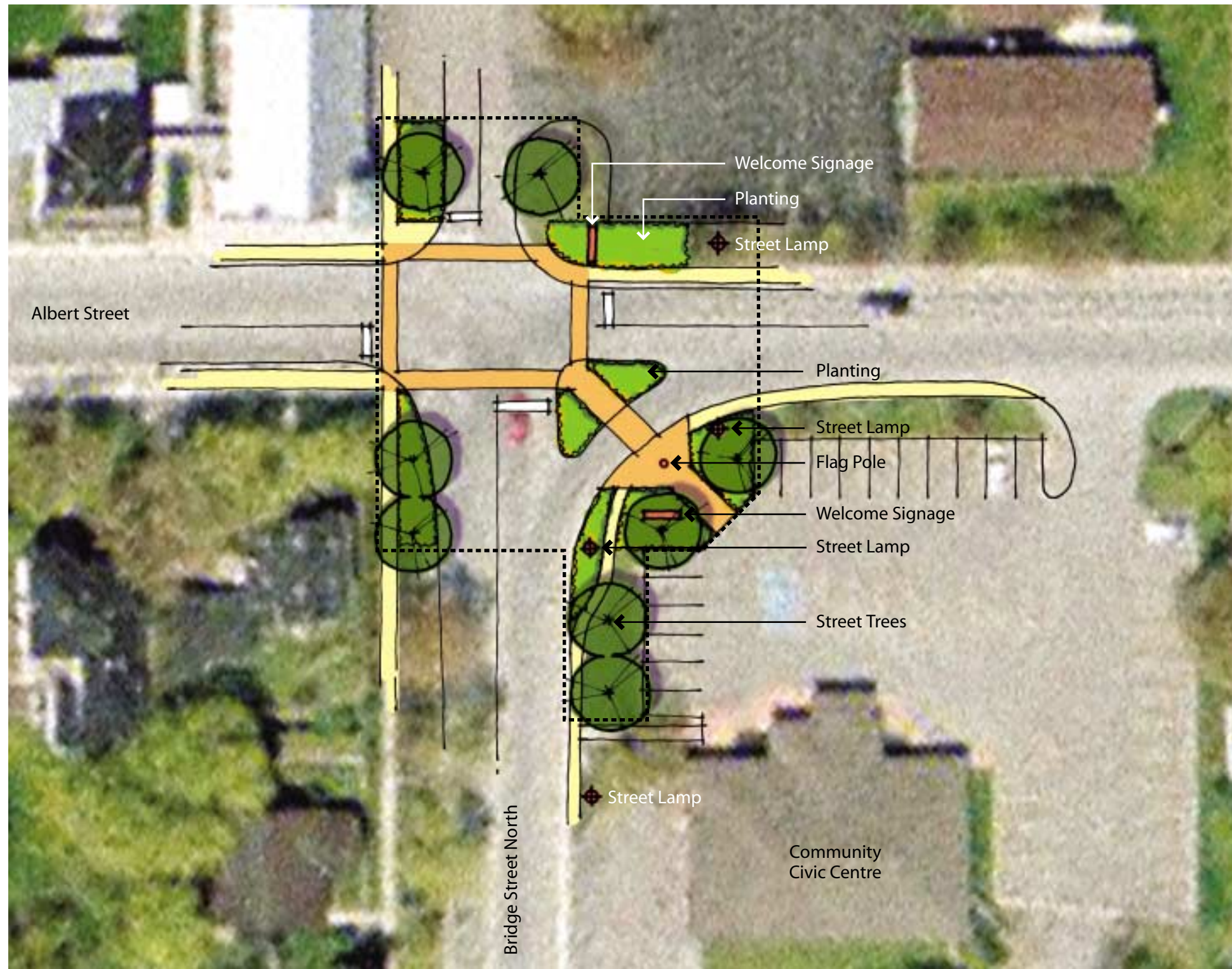
South West Corner

- The wide boulevard running down the hill offers room for making improvements.
- Planting of shrubs near the intersection and a pair of street trees is recommended. With the slope falling away, there is an opportunity to plant taller shrubs (1.0m to 2.0m). The added height will improve their visibility from the top of the hill, but these shrubs must not block the view to the bottom of the hill or any pedestrians that might be crossing at the corner.

General Recommendations

- Make this intersection a four-way stop.
- Add four crosswalks with special pedestrian paving across the road and a landing at each corner. Special paving must allow for universal access of people with visual and physical impairments.
- Most of the planting is to be low (to keep sight-lines open) and all of it is to require very minimal maintenance. Maintain consistency in plant selection across all four corners of the intersection.

 = Scope of Budget Estimate



North East Corner

- The open parking lot is a void that offers little to build the character of the intersection. There is ample room to make improvements along the R.O.W.
- Introduce prominent signage welcoming visitors to this gateway at the edge of the Historic Downtown Hastings. Furnish this signage with low planting.
- Illuminate the welcome signage with a street lamp complete with a special down-light.
- Add a street tree to mirror the north west corner.

South East Corner

- The triangular island and proximity of the Civic Centre offer outstanding opportunities to make improvements.
- Introduce prominent signage welcoming visitors to this gateway at the edge of the Historic Downtown Hastings. Furnish this signage with low planting in front and taller planting (1.0m to 2.0m) behind to screen the parking.
- Create a small pedestrian plaza in front of the new signage. Relocate the existing flag pole. It is important to set the tone for a pedestrian friendly environment at this gateway.
- Take the parking spots adjacent to each sign and convert them to planting behind the signage.
- Add street trees behind each sign.
- Add street lamps, which will continue at regular intervals down the hill.
- Re-align the sidewalk coming up the hill to pull it away from the curb. Introduce a buffer of planting between the sidewalk and the curb.
- Eventually, the sidewalk should continue to the east, along Albert Street.



NORTHERN GATEWAY CONCEPT

Waterfront & Downtown Design Improvements
Village of Hastings - Municipality of Trent Hills

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North West Corner


- Re-organize parking for the post office to reduce unnecessary pavement and add to the small pedestrian pocket that is set near the intersection. A sense of protection and enclosure is needed behind the seating.
- Create a buffer of low shrubs and grasses between the parking lot and Bridge Street sidewalk.
- Introduce a new information kiosk (*) with community news and tourist information.
- Improvements on this corner are a very high priority.

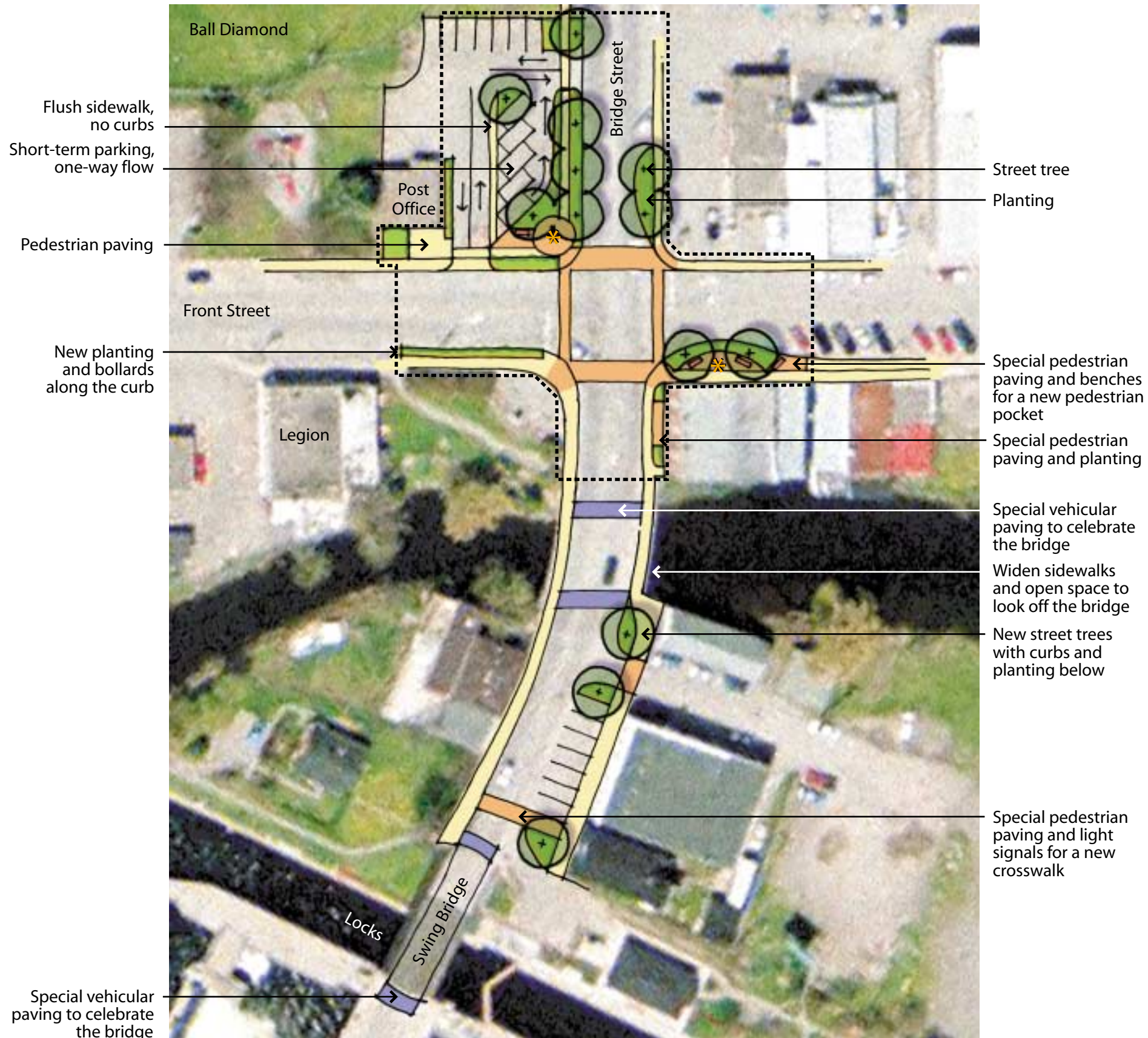
South West Corner

- Make improvements at the curb that will compliment the existing war memorial. Remove asphalt boulevard along the Front Street curb and add special paving, bollards, and a planting bed.
- Invite pedestrians to follow the sidewalk towards the bridges; pedestrian traffic should be gathered on the west side of the street.

General Recommendations

- Add crosswalks with special pedestrian paving across the road and a landing at each corner. Special paving must allow for universal access of people with visual and physical impairments.
- Most of the planting is to be low (to keep sight-lines open) and all of it is to require very minimal maintenance. Maintain consistency in plant selection across all four corners of an intersection.

 = Scope of Budget Estimate



North East Corner

- Eliminate one of the existing phone booths and upgrade the remaining one.
- Provide some separation between pedestrians and the vehicles parked at the Daisy Mart. Bollards would work.
- Pull out the curb on Bridge Street to gain space for planting and street trees. This will be valuable for slowing down traffic and providing the essential separation between pedestrians and vehicular traffic. Without this measure, there is very little room to work with on this important corner.

South East Corner

- Capitalize on the proud heritage building that occupies this corner.
- Design a small space on Bridge Street where pedestrians can stand and study the heritage mural. Seating may be appropriate as well.
- Pull out the curb on Front Street to gain amenity space. Keep a smooth, even arc to the curb for ease of snow removal.
- Introduce planting and two street trees, special pedestrian paving, seating, and a new information kiosk with interpretive material on local heritage (*).

Between Bridges

- Vehicular traffic moves through here at dangerous speeds. Special paving treatments will help to reduce the speed of traffic and accent the bridges.
- Reducing the width of the vehicular corridor will also help to reduce excessive speed. Clearly define the on-street parking and introduce new street trees to achieve this while improving the pedestrian environment at the same time.
- Add pedestrian-scale lighting to the ends of each bridge to celebrate the water crossing.
- Where possible, widen sidewalks on the bridges and open spaces for pedestrians to linger and enjoy the views across the water.



MAIN INTERSECTION CONCEPT

Waterfront & Downtown Design Improvements
Village of Hastings - Municipality of Trent Hills


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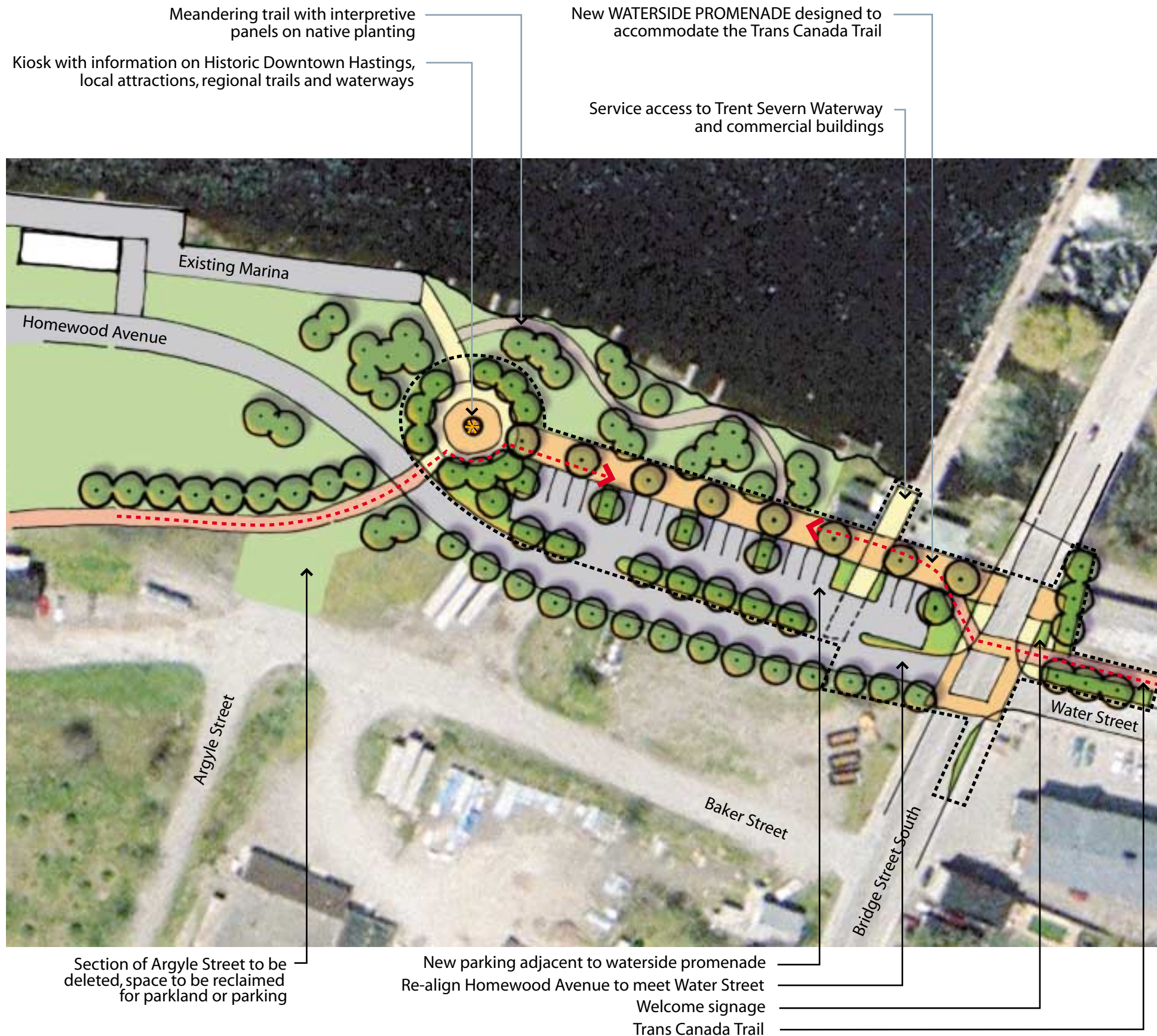
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WATERSIDE PROMENADE

- The linear Promenade is intended to be a wide, generous space for pedestrians to circulate freely. Seating will also be provided in the shade of the trees.
- The Promenade will have a more urban feel that will bring the environment of the Historic Downtown closer to the Marina.
- Linear, urban patterns also lend themselves to re-organizing the parking that is necessary in this area.
- The Promenade will accommodate all recreational traffic moving on the Trans Canada Trail. This recreational traffic will be encouraged to stop, year round, and enjoy the amenities available in Historic Downtown Hastings. Attractive signage and way-finding will be very important.
- The terminus for the Promenade will be a large kiosk with information on Historic Downtown Hastings, local attractions, regional trails and waterways.
- The area between the Promenade and the water will be decidedly natural. Native plantings will be showcased with interpretive panels. A meandering trail will be designed as a sharp contrast to the linear Promenade.

 = Scope of Budget Estimate



STREET INTERSECTION

North West Corner

- Re-align Homewood Avenue to meet Water Street. This will improve sight-lines at the intersection, while eliminating traffic hazards and redundancies. This will also open up more valuable space by the river's edge.
- This re-alignment must allow for efficient and attractive improvements to the Trans Canada Trail, the commercial buildings, and Trent-Severn Waterway.

North East Corner

- Emphasize the arrival at this gateway to Historic Downtown Hastings; add new welcome signage and planting to define this gateway.
- Allow for clear passage on the Trans Canada Trail and strong trail identity.

South East Corner

- Push out curb to slow traffic. Plant the space that is gained.

South West Corner

- Allow for attractive and safe circulation towards the Marina. Add clear signage.
- Keep focus on positive amenities and screen any stockpiles and service areas associated with industry/commerce.

General Recommendations

- Add four crosswalks with special pedestrian paving across the road and a landing at each corner. Special paving must allow for universal access of people with visual and physical impairments.
- Most of the planting is to be low (to keep sight-lines open) and all of it is to require very minimal maintenance. Maintain consistency in plant selection across all four corners of the intersection.
- Maintain consistency with details and furnishings that have been selected for the Marina.



SOUTHERN GATEWAY CONCEPT

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Northern Gateway

EXISTING CONDITIONS

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Village of Hastings - Municipality of Trent Hills

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Northern Gateway

CONCEPTUAL ILLUSTRATION

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Village of Hastings - Municipality of Trent Hills

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Budget Estimate for North Gateway

Note: Estimated quantities are based on conceptual illustrations and very limited data only, detailed design drawings are required for improved accuracy and full scope of work.

Note: Items are listed according to preferred sequence for construction implementation and opportunities for 'quick fix' community change.

Note: Estimate does not include improvements to private property.

Note: Budgets are based on item costs only and do not allow for costs associated with contractor's general conditions, which will vary depending on scope of work and contract requirements.

	Item		Unit Price	Units	Estimated Quantity	Low Total	High Total
1	Concrete Curb Extension in Community Centre parking lot	low high	90 150	linear m	22	\$1,980.00	\$3,300.00
2	Decorative Paving	low high	125 250	m ²	120	\$15,000.00	\$30,000.00
3	Welcome Signage	low high	2500 5000	each	2	\$5,000.00	\$10,000.00
4	Planting Beds	low high	45 65	m ²	330	\$14,850.00	\$21,450.00
5	Trees in Planting Beds	low high	500 800	each	8	\$4,000.00	\$6,400.00
6	Decorative Pole & Fixture	low high	4500 6500	each	4	\$18,000.00	\$26,000.00
7	Introduce 4-way stop at intersection	low high	2000 5000	lump sum	1	\$2,000.00	\$5,000.00
8	Street Crossing; Decorative Paving	low high	225 375	m ²	100	\$22,500.00	\$37,500.00
9	Sidewalk realignment on south east corner	low high	125 225	m ²	30	\$3,750.00	\$6,750.00

	Low Total	High Total
Total Budget Estimate	\$87,080.00	\$146,400.00

Budget Estimate

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Main Intersection

EXISTING CONDITIONS

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Main Intersection

CONCEPTUAL ILLUSTRATION

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Budget Estimate for Main Intersection

Note: Estimated quantities are based on conceptual illustrations and very limited data only, detailed design drawings are required for improved accuracy and full scope of work.

Note: Items are listed according to preferred sequence for construction implementation and opportunities for 'quick fix' community change.

Note: Estimate does not include improvements to private property.

Note: Estimate does not include improvements on or between the bridges.

Note: Budgets are based on item costs only and do not allow for costs associated with contractor's general conditions, which will vary depending on scope of work and contract requirements.

	Item		Unit Price	Units	Estimated Quantity	Low Total	High Total
1	Concrete Curb Extensions	low high	90 150	linear m	25	\$2,250.00	\$3,750.00
2	Asphalt repairs and repainting; at Post Office parking lot	low high	6000 10000	lump sum	1	\$6,000.00	\$10,000.00
3	Decorative Paving	low high	125 250	m ²	150	\$18,750.00	\$37,500.00
4	Planting Beds	low high	45 65	m ²	270	\$12,150.00	\$17,550.00
5	Trees in Planting Beds	low high	500 800	each	10	\$5,000.00	\$8,000.00
6	Bollards	low high	1000 1500	each	16	\$16,000.00	\$24,000.00
7	Benches	low high	1000 2000	each	7	\$7,000.00	\$14,000.00
8	Trash Container	low high	1000 2000	each	4	\$4,000.00	\$8,000.00
9	Pedestrian-scale Pole & Fixture with Way-finding Signage	low high	4500 6500	each	4	\$18,000.00	\$26,000.00
10	Information Kiosk	low high	4000 8000	each	2	\$8,000.00	\$16,000.00
11	Phone Booth Upgrades	low high	3000 6000	lump sum	1	\$3,000.00	\$6,000.00
12	Tall, Black Pole & Fixture	low high	6000 8000	each	4	\$24,000.00	\$32,000.00
13	Street Crossing; Decorative Paving	low high	225 375	m ²	38	\$8,550.00	\$14,250.00

	Low Total	High Total
Total Budget Estimate	\$132,700.00	\$217,050.00

Budget Estimate

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Southern Gateway

EXISTING CONDITIONS

Waterfront & Downtown Design Improvements
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Southern Gateway

CONCEPTUAL ILLUSTRATION

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Budget Estimate for South Gateway

Note: Estimated quantities are based on conceptual illustrations and very limited data only, detailed design drawings are required for improved accuracy and full scope of work.

Note: Items are listed according to preferred sequence for construction implementation and opportunities for 'quick fix' community change.

Note: Estimate does not include improvements to private property or the bridge.

Note: Estimate now includes improvements along the proposed Promenade.

Note: Budgets are based on item costs only and do not allow for costs associated with contractor's general conditions, which will vary depending on scope of work and contract requirements.

	Item		Unit Price	Units	Estimated Quantity	Low Total	High Total
1	Re-align Homewood Avenue	low high	50000 75000	lump sum	1	\$50,000.00	\$75,000.00
2	Asphalt Paving (mostly parking)	low high	50 60	m ²	950	\$47,500.00	\$57,000.00
3	Concrete Curbs	low high	90 150	linear m	120	\$10,800.00	\$18,000.00
4	Decorative Paving (mostly Promenade)	low high	125 250	m ²	900	\$112,500.00	\$225,000.00
5	Planting Beds	low high	45 65	m ²	800	\$36,000.00	\$52,000.00
6	Welcome Signage	low high	2500 5000	each	1	\$2,500.00	\$5,000.00
7	Marina Signage	low high	2500 5000	each	1	\$2,500.00	\$5,000.00
8	Sign Tree	low high	2500 5000	each	1	\$2,500.00	\$5,000.00
9	Trees in Planting Beds	low high	500 800	each	42	\$21,000.00	\$33,600.00
10	Benches	low high	1000 2000	each	12	\$12,000.00	\$24,000.00
11	Trash Containers	low high	1000 2000	each	10	\$10,000.00	\$20,000.00
12	Decorative Pole for Banners	low high	3000 5000	each	2	\$6,000.00	\$10,000.00
13	Interpretive Panel	low high	3000 6000	each	1	\$3,000.00	\$6,000.00
14	Kiosk @ Circle	low high	4000 8000	each	1	\$4,000.00	\$8,000.00
15	Street Crossing; Decorative Paving of precast pavers on concrete base	low high	225 375	m ²	65	\$14,625.00	\$24,375.00

	Low Total	High Total
Total Budget Estimate	\$334,925.00	\$567,975.00

Budget Estimate

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Community Feedback, February 2009

A public Open House was hosted on January 29, 2009. Feedback on the proposed Design Improvements was gathered from the community at that Open House and in the weeks that followed.

Peter Nielsen, Northumberland County, Transportation Department

Thank you for the opportunity to comment. I cannot attend the meeting but I offer the following comments.

1. The wattage and illumination pattern of decorative street lighting that may be proposed for the Trent River Bridge (County of Northumberland infrastructure) should be of sufficient design to provide similar or better illumination of the roadway over the bridge, both for vehicular and pedestrian safety.
2. Page 6 indicates "special vehicular paving to celebrate the bridge". Please provide further details on what this item may be. Currently, the County bridge is a latex modified concrete wearing surface which was installed in 2001. The purpose of this wearing surface is two-fold; it provides a driving surface for traffic and is a waterproofing layer to protect the structure underneath the wearing surface. The "special vehicular paving" may be of concern as it has the potential to impact the structure underneath (I have attached a photograph of this location for your reference).
3. The Southern Gateway Concept (page 7) design will provide visibility improvements with the realignment of Homewood Ave. for motorists travelling onto Bridge Street. The County would be in favour of this improvement.
4. The County would support the proposal to put in place an all-way stop control at the Bridge Street and Albert Street.
5. There is no sidewalk for pedestrians on the east side of the swing bridge which forces pedestrians to step onto the driving surface, thereby causing a conflict between pedestrians and motorists (Page 3 details termination of sidewalk at swing bridge). Completion of the pedestrian link over the swing bridge would be beneficial. Please advise if clarification or further information is required.

Comment from B&A:

- Special vehicular paving may be too complicated to implement. In any case, this would be a lower priority while special pedestrian paving would be a very high priority for implementation. We have provided a construction detail for the special pedestrian paving. We understand and respect the concerns from the community over precast pavers and their potential for heaving. At the same time we would suggest that precast pavers are a very appropriate material to use, and when they are properly installed they will withstand the causes of heaving as well as any other paving material. The detail we have provided specifies pavers placed over a concrete setting bed. As an alternate, we would simply recommend concrete cast in place. If concrete dyes are used, their effect must be very subtle.

- The completion of a pedestrian link on the east side of the swing bridge is an excellent suggestion.

**Beverly Hurford,
Otonabee Regional Conservation Authority, Watershed Planner**
Staff has reviewed the plan and note that there are no proposed works in the flood plain of the Trent River. Therefore, ORCA has no objection. However, staff do suggest that native species be used for any proposed planting of trees, shrubs, etc. If you have any questions, please do not hesitate to contact this office.

Comment from B&A:

- This is a preliminary list of native trees that could be used: Balsam Fir (*Abies balsamea*), Red Maple (*Acer rubrum*), Serviceberry (*Amelanchier canadensis*), River Birch (*Betula nigra*), Paper Birch (*Betula papyrifera*), Eastern Red Cedar (*Juniperus virginiana*), White Spruce (*Picea glauca*), White Pine (*Pinus strobus*), Red Oak (*Quercus rubra*), Eastern White Cedar (*Thuja occidentalis*) and Basswood (*Tilia americana*). Selection of species will depend on site conditions and the design intent.

Jim Dowell, President of Hastings Lions Club

My wife and I Dorreen attended the open house on Thursday. WOW !!! What a plan to see the BEFORE and After. We have lived here for only 4 years. But we are involved in the community. Would it be possible to get a miniature version of that outline that was presented? WOW AGAIN!!! P.S. We also attended the first meeting. It was nice to see some of our input in this draft. Hoping that we will see some of this. We came We saw We STAYED!!!

Anonymous Comment Form

Excellent design plan for Hastings. The many trees, walking paths, new sitting areas and pedestrian paving materials are great. Particularly like the wide promenade with memorial trees included. Thank you!

Anonymous Comment Form

We have the money! If we don't take this opportunity now we will be a has been place in less than ten years. Due to old buildings having to be torn down and old people passing on. When I first came here I didn't want to stay, future taxes and new people are a must. We need to attract both or else we lose.

Anonymous Comment Form

I love the proposed plans! In particular I would like to see the extension of Water Street name a priority. Thanks..

Lin Brooke, Member of the Trent Hills Accessibility Committee

1. Page 2, "a strong pedestrian link needs to be created between the main intersection and the gazebo on the north shore." This needs to be accessible.
2. Page 2: Main intersection – define pedestrian circulation (accessible); special paving (is this navigable by wheelchair?)
3. Page 2 – if Post Office is a high priority for improvements, is it accessible? Can it be made to be accessible?
4. Page 2 – if parking is changed, is there space for disabled parking?
5. Page 3 – will the opportunity to view the village from the small bridge be available to those in wheelchairs?
6. Page 3 – Make sure the pedestrian walk along the water is accessible to all.
7. Page 3 – If the public parkland on the south shore is expanded, or if the north end of Argyle Street is reclaimed as parkland, it should be accessible.
8. Page 4 – The pedestrian landing on the North Shore should be accessible to all, as should the continuous trail through the park to the downtown, as should the trail that runs through the park to the gazebo.
9. Page 4 - The crosswalks with special pedestrian paving must be usable by all.
10. Page 5 – I note that "special paving must allow for universal access of people with visual and physical impairments." Excellent.
11. What about those with visual impairments? Crossing streets might be made easier since new facilities are being considered.
12. Page 6 – I note flush sidewalk, no curbs, which is great.
13. Page 7 – The promenade should be accessible.

Overall, I think the project is very necessary. It appears that the consultants have some of our issues in mind when they're visualizing what can be done – i.e. making pedestrian areas safe and accessible for all, and minimizing any problems with line of sight in considering shrubbery and other amenities.

Comment from B&A:

- Universal accessibility has been part of the planning process and it should continue to be a priority as the process moves forward. The detail provided for special pedestrian paving will allow for universal accessibility.

Community Feedback, February 2009

Mike Metcalfe, Banjo's Restaurant

1. Estimate costs with the current plan...only includes portion of full plan, does not include parking.
2. Parking lot (on Homewood Ave) moved to just west opposite Val's Bait Shop...this is much less further than current parking, many less spaces... single row 4 spaces between trees, no room for trailers, boats, township vehicles, skidoos, hydro trucks. Snow plowing much more difficult. Not much snowmobile parking.
3. Parking spaces...much less than current...in spring-autumn the current lot has usually been quite full, event without us being open. Major concern that we won't have enough parking for when we are open.
4. First & only public parking in south end of town before bridge.
5. Delivery access for us & Val's...we currently have 4 deliveries per week not including what we bring ourselves (this will muchly increase in midspring). For us closeness of parking and building for loading and unloading. For companies we use they usually have carts, don't need curbs to go over.
6. Trent Severn...tractor trailers need to navigate to access their areas.
7. No Road Frontage for Restaurant...impact on property value, delivery and emergency vehicle access.
8. Visibility...issue of seeing building and signs if things are planted south of us for vehicles travelling from the south on 45.
9. Town Safety Issue...if it is safety, there are many points of interest.
10. Too much focus for "seasonal" instead of year round.

Comment from B&A:

- More budget figures have been provided to cover the proposed parking.
- The proposed plan has been revised to provide more parking adjacent to Bridge Street. As noted previously, the addition of more parking should be planned closer to the Marina, on the south side of Homewood Avenue. More parking could also be planned on the east side of Bridge Street.
- Snowmobiles should be granted access to parking lots. Seasonal provisions for snowmobiles could also be made on the north side of the proposed Promenade. Permanent parking lots should not be placed north of the promenade. The waterfront is one of the greatest assets in Hastings and parking would be a very poor use of this invaluable asset.
- Effective service access to Val's Bait Shop, Banjo's Restaurant, and the Trent Severn Waterway are absolutely essential. The proposed plan has provided for this and the plan has been revised to emphasize the importance of this point. Please refer to page 7.
- Trees are an important part of any successful development. The value of planting new trees will have to be balanced with the need to keep views open to the water and to the amenities near the water. Careful placement will be essential.

Anonymous Comment Form

A plaque should be created to explain the Walleye Spawning ben in the mill race by the south side of the bridge. This was a project financed by the Federal Government CFIP project, work done by the Trent River Rod & Gun Club and OFAH. This project has successfully produced millions of Walleye for over the last few years.

Comment from B&A:

- This project, the Totem Pole, and others like these, do deserve proper recognition and interpretation for the community and its visitors.

Anonymous Comment Form

A financial plan should be put in place to refurbish the totem pole, an original Knott work that has significant place in this village, also a descriptive plaque explaining the pole's origin more than what is there now. I have no objection to relocating it on the south side of river, this would take wind pressures off the wings that are broken again.

Anonymous Comment Form

The seldomly used ball park should be relocated to marina side of town to alleviate parking problems in downtown area. Also well maintained flower gardens in this area would provide a park like ambiance.

Richard Bolduc, Neil Allanson, & Scott Rose, Trent Hills Public Works & Greenspace

Bridge Street N & Albert Street intersection:

- What is the special pedestrian paving for the crosswalks? Interlocking or pressing/dyed concrete?
- Concern about planting in the on the traffic triangle and curbs – salt, snow & sand. Options: annual planters (which is what is being done now) or interlocking brick.
- Support proposed 4 way vehicle stop.
- Sightline concerns with trees and signs.
- Flagpole relocation – would need to verify if the sidewalk snowplow can work around the proposed pole location.

Comment from B&A:

- Special pedestrian paving is recommended as precast pavers set over a concrete setting bed that is cast in place. A construction detail has been provided. Please refer to page 21.
- We appreciate how difficult it can be to maintain a plant living by a curb. Even so, we would recommend perennial plants over annuals. A compromise might be to install an apron of precast pavers along the curb and a reduced planting of tough, salt-tolerant perennials, such as: Daylily (*Hemerocallis 'Happy Returns'*), Black-eyed Susan (*Rudbeckia fulgida 'Goldsturm'*), Blue Oat Grass (*Helictotrichon sempervirens 'Saphirsprudel'*), and Prairie Dropseed (*Sporobolus heterolepis*).

Bridge St N & Front St intersection:

- Traffic light pole needs to be moved back from the intersection on the west side and possibly on the southeast side – concern about large vehicles making the turn and hitting the poles.
- Sightlines concerns with the trees, especially those on Bridge Street North, west side.
- Curbside plantings/vegetation is again a concern with salt, sand & snow. Recommend interlocking brick or annual planters.
- Pedestrian lighting – recommend locating it on the property side of the sidewalk, not street side.
- It was noted that staff recommend the "Hub of the Trent" rock on the northwest corner of Bridge & Front needs to be redone – stone has sunk and interlocking brick is heaving.

Comment from B&A:

- Having some space between curbs and utility poles is sensible. Wherever space permits, poles should still be placed between the road and the sidewalk to provide added separation between pedestrians a vehicular traffic. The same is true for street trees.
- Using street trees to reduce the perception of open space along a road is an effective means of slowing traffic; with a wide open road, the vehicular traffic will only move faster. The speed of traffic on Bridge Street was identified by the community as something that needs to be reduced. The exact placement of street trees should certainly be reviewed, but street trees should not be eliminated without careful consideration.

Bridge St N between the bridges:

- Again – special paving on the bridges is problem.
- Sightline concerns regarding the trees on the west side near La Gondola Restaurant.
- Pedestrian Crossing at Pond Street: Would need pedestrian crossing light and could result in traffic congestion. Perhaps a crossing at Pond Street could be incorporated in the future in conjunction with the development of the land at the end of Pond Street, improved traffic lighting and access to Pond Street.
- Recommend removing the parking on the east side of the street in the future – as parking lot at the end of Pond Street is developed and street parking could be changed to a couple of pull in parallel spaces.

Comment from B&A:

- Special paving does not need to be on the bridges if this is problematic. As an alternative, special paving could be placed immediately adjacent to the bridges. A far more important gesture would be to add decorative light fixtures and banner poles to the bridges.
- A pedestrian crossing at Pond Street would be a reasonable compromise. Another option might be to combine a pedestrian crossing with the lights that currently control vehicular access to the swing bridge.
- Strong support should be given to the suggestion that the street parking along Bridge Street should be eliminated or changed to parallel parking along the curb. We are in agreement with this.

Community Feedback, February 2009

**Richard Bolduc, Neil Allanson, & Scott Rose,
Trent Hills Public Works & Greenspace**

Homewood & Water St intersection:

- Would recommend this intersection improvement as the priority.
- Would support the proposed alignment of Homewood & Water.
- Would recommend traffic and pedestrian lighting.
- Would support the requested change from Mike Metcalfe (above) to bring the parking on Homewood closer to Bridge St and the businesses.
- Suggest moving the banner poles toward the Baker St intersection to separate it from the busier intersection of Water/Homewood. It would also be more visible and create a better gateway feature south of this intersection.

Comment from B&A:

- These suggestions would be positive additions to the proposed plan. Again, many of these design gestures will benefit from a more detailed review as the design process moves into implementation.
- Improvements on the north east corner could be simplified or postponed until long term development plans become clear for this very important piece of waterfront. Planting and signage may suffice in the short term, without adding the paving that would extend the Promenade to the east side of Bridge Street. Consider that long term planning might include a Promenade that mirrors the west side of the street.

Anonymous Comment Form

A log boom should be installed on upstream side of the docks to deflect ice and debris jam up in winter. Also a secondary cable support should be installed for back up incase anchors in the river bottom fail in winter/spring fast water.

Bob Beattie, Hastings Legion

Brenda spoke to Bob on the phone on February 26th. Bob indicated a letter with the Legion's comment would be provided. However, here is a summary of our discussion:

- The Legion is supportive of a memorial tree planting in that area of the plan.
- The Legion is not satisfied with the layout/design of the trees – preferring a straight row of trees vs. a gathering of trees here & there.
- The Legion would like to continue to be involved in the planning of this project.
- They would like more details as to costs of the project before making a commitment to the project.

Comment from B&A:

- After conversation with the Municipality of Trent Hills, we have agreed to simply acknowledge that the proposed plan does not meet all the requirements of the Hastings Legion. Reaching that point may require a design process that goes beyond the scope of this project. We have provided more budget figures to assist in that process. Please refer to page 16.

Tony Tuit, Hastings Historical Society

The Hastings Historical Society & the Legion would like to see the benches along the roads and amongst the trees to this plan. Also, can we have the 26 trees dedicated to our fallen soldiers along the south side of the river together and not dispersed.

Jim Messacar

Your concept of the memorial trees is contrary to what we are looking for. We were looking for a compact grove where the trees would present a message. I would welcome the opportunity to discuss this further.

Anonymous Comment Form

Memorial Trees – Location & Cost. Northern entrance looks good. Main intersection looks good. Southern gateway looks good. Overall concept looks good.

Anonymous Comment Form

Concerns regarding the planting of the memorial trees. Where? Memorium? Name plates? Casting?

Jim Scott, Hastings Historical Society

The executive of the Hastings Historical Society met yesterday and discussed the memorial trees as shown on the 'Southern Gateway Concept' and offer the following comments-

1. Having all 26 in the same general area is great.
 2. Nix on the kiosk - a triangular sign maybe (move the one opposite the arena since everyone seems to feel it is in the wrong place!)
 3. Review the route of the Trans Canada Trail through this area. Have in mind that it is a very busy snowmobile trail during the winter.
 4. Parking lot is seriously inadequate - it wouldn't have sufficient spaces for the restaurant let alone the visitors that we hope to attract
 5. Review 'visibility' of vehicles on Bridge Street to those emerging from Homeward Avenue and vice versa
- In general then, we feel that a fresh look at the Southern Gateway is needed.

Comment from B&A:

- The kiosk and/or signage can and should be explored in more detail. The circle at the west end of the Promenade is an integral part of the layout and it should remain regardless of how the kiosk/signage is resolved.

- Similarly, the routing of the Trans Canada Trail must be reviewed in more detail before any plan is implemented on the ground. Special consideration will have to be given to the snowmobile traffic in winter; this traffic is a very significant entity in its own right and it is also a very valuable resource for the commercial enterprises during the winter months. Successful integration of the Trans Canada Trail with the proposed Promenade will definitely require a more detailed design process. This is true for many of the more significant gestures of the proposed plan.

- If more parking is required it should be planned closer to the marina, on the south side of Homewood Avenue. In the long term, the need for a strong pedestrian link between the Marina and the Historic Downtown is a higher priority than parking. Furthermore, parking should not be positioned by the water's edge.

- Ultimately, as development proceeds on the south side of the river, a stop light should be placed at the Homewood Avenue intersection.

- The banner poles might be better placed a little farther south – closer to Baker Street. Again, many of these design gestures will benefit from a more detailed review as the design process moves into implementation.

- Again, trees are an important part of any successful development. The value of planting new trees will have to be balanced with the need to keep views open to the water and to the amenities near the water. Careful placement will be essential.

Hastings Waterfront & Downtown Design Concept Plan Meeting August 12, 2008

1. What's working now in terms of the corridor?

- a. Trailer park is gone, greenspace gained
- b. Closure of Homewood Ave to eliminate thru traffic
- c. Proximity to the downtown – easy access for locals and boaters
- d. Very well kept Marina
- e. Residential development around Marina – Old Mill property on Water St and new homes behind Marina.
- f. Removal of the Old Mill & future addition of residential
- g. Not many vacant store front – new businesses & property improvements in the downtown over the last few years.
- h. Boater use continues to increase – 11 new seasonal boaters in 2008.
- i. The Marina has received very positive feedback and referrals from boaters.
- j. The Waterfront & Antique Boat Festival has been held at the Marina for the past 2 years and has been very well attended.

Comment from B&A:

- The addition of residential development would be an asset.
- Definitely keep Marina expansions in mind for the long term.

2. What's not working?

- a. Canada Day fireworks have been held at the Marina (and were held at this location before the Marina was constructed). The event is huge for the village & the businesses – thousands of people attend. However, the event is becoming a challenge for the Marina because the boats have to be relocated for that evening.
- b. Wind current and ice flows are a challenge for the docks. This was a concern when the Marina was originally proposed, but the project move forward understanding these challenges.
- c. Public washrooms – different needs for boaters, visitors and locals. The Marina reserves its washrooms for the boaters. Blue loos have been located in a couple of areas in the village, but many people will not use blue loos and there are concerns about maintenance and vandalism.
- d. Roadway access onto Bridge St from Homewood Ave – poor visibility.
- e. Downtown is perceived to be too far from the Marina – walking distance.
- f. Some residents have been unhappy about the Homewood Ave road closure.

- g. There needs to be a stronger connection to the Trans Canada Trail. There is little to no marking or promotion of the trail entrance.
- h. The trail swing bridge at the west end of the village is open for boaters all summer, so access across the bridge is not possible during the summer.
- i. Need to consult with land owners around the Marina about this project and their plans for their property.

Comment from B&A:

- Note that the challenges of currents and ice flows have come up a couple times.
- Future planning for the Marina should include provisions for public washrooms. This is another issue that continues to come up.
- The proposed improvements plan addresses (d) the concern for poor visibility @ the Homewood intersection.
- Downtown and the Marina might feel like they are far apart (e), but they are not. The distance is less than 400m – or a 5 minute walk. Smart, new communities are now being planned around the measure of a 5 minute walk. Most of those communities are not so fortunate as to have that walk along an interesting and attractive waterfront.
- The proposed improvements plan provides (g) a clear connection with the Trans Canada Trail. Integrating this trail with the proposed Promenade will require more detailed design to be successful. Many points in the proposed improvements plan will benefit from closer scrutiny when it comes to design and implementation. This has been more of a planning exercise with a broad perspective; the finer details should be properly designed before the plan is implemented on the ground.

3. What's the long term vision for the Marina corridor?

- a. Remove industrial land uses from the Marina area and downtown core.
- b. Transition those lands to a more compatible uses – commercial and residential.
- c. The village needs residential growth to sustain services and businesses.
- d. To attract a different demographic from what is currently the population of the village.
- e. We have an aging population and there is only one small senior's residential option in the village. Retain the senior's population by offer more options.
- f. Would like to see residential property around the Marina.
- g. Brian noted concerns about selling/developing all the Municipal lands around the Marina, as many communities value retaining waterfront lands for public uses and there may be a possibility of the Marina needing lands for future expansion.

- h. Will we need to expand the Marina building in the future?
- i. If/when all the boat slips are full utilized there will be a need for more washroom facilities.
- i. Winter boat storage has recently been discussed.
- j. Condo's behind or adjacent to the Marina would be preferred.
- k. Open/covered picnic shelter – for event uses
- l. The lands on the waterfront west of the Marina are not currently utilized and overgrown with trees & shrubs.
- m. Beach & picnic area are welcoming to visitors and locals – keep the Marina area quiet for boaters.
- n. Bring the trail closer to the Marina – boardwalk extending along the waterway for pedestrians
- o. Exchange the trail and Homewood Avenue
- p. Need another dock, bigger building, boardwalk, picnic shelter & washrooms near the beach area.
- q. Some concerns about picnic shelter and washrooms on the far west waterfront – isolated area, particularly for washrooms.
- r. Beach area needs to be designated for children.

Comment from B&A:

- Industrial land doesn't necessarily have to be removed. Mixed land use is an important principle for planning smart communities. The presence of some industry may be entirely appropriate.
- Residential growth and a wide demographic of residents will certainly be an asset.
- Again, certainly keep Marina expansions in mind for the long term.
- The proposed improvements plan provides (n) a clear pedestrian passage that is closer to the Marina. The Promenade does, in a sense, exchange the trail and Homewood Avenue (o).

4. Last comments:

- a. Stakeholders meeting will follow in September to include reps from: Lions, Legion, Revitalization, Seniors, Parade Committee, Heritage, etc.
- b. Need community icon to encourage passersby to stop, ie: large Blue Heron statue.
- c. The boardwalk could have a nautical theme with the boardwalk to look like boat docks with chains and boats installed in the ground for seating and picnic tables

Comment from B&A:

- Our understanding has been that Historic Downtown Hastings is to be buiding on the value of its proud heritage. An oversized iconic statue would be inconsistent with this effort and we would not suggest that it would be appropriate.

Community Feedback, March 2009

Peter Frood,
Trent-Severn Waterway

March 6, 2009

Re: Hastings Waterfront and Downtown Design Improvements

Many thanks for forwarding the report on the above-noted study to Mike Jamieson and Dan Dooher of Parks Canada's Trent-Severn Waterway office for comment.

I would first like to congratulate the Municipality of Trent Hills for undertaking this initiative, and for seeking to capitalize on Hastings' presence on the waterway. The workshop process has generated a range of creative proposals within a limited amount of public space. The synergy between this initiative and the downtown presence of the lock station should be to the benefit of both.

Parks Canada encourages the incorporation of the waterway story in community improvements all along the corridor. Hastings has a tremendous legacy on which to draw. The early construction and subsequent development of the canal and regulating dams had a profound impact on its growth and character. Parks Canada regards the lock and dam as significant cultural resources that illustrate the development of the canal system. As such, Parks Canada encourages, as part of the refurbishing of the downtown, a program of interpretive panels suitably located that could inform the public about the history of the community as they enjoy views of the waterfront. Parks Canada's extensive collection of maps, plans and documents could help form the basis of a waterfront interpretive program.

Comments on specific elements of the concept proposals are listed below:

The Hastings lock station is currently serving a wide range of boaters and land visitors. Land visitor activities—and fishing in particular—have placed stress on washrooms and create challenges for the experience of and service to anglers, boaters, and other types of land visitors. Additional public washroom facilities to serve visitors to the downtown would reduce the current levels of congestion. The provision of fish cleaning stations at appropriate locations also merits consideration.

Parks Canada supports the concept of special vehicular paving and pedestrian-scale lighting at the approaches to the swing bridge as noted on slide 6, and is prepared to discuss how the municipality can best implement it.

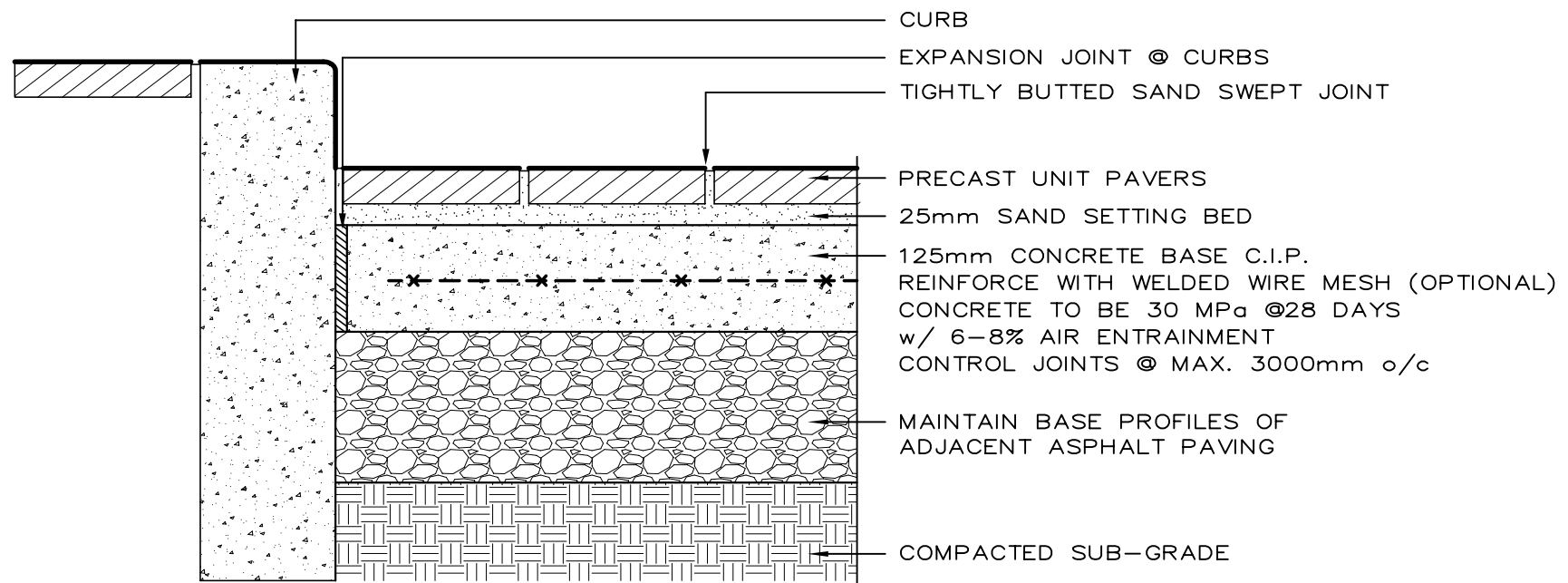
We note that Parks Canada did not attend the initial workshop. I would ask that you add Parks Canada to the mailing list for any additional public workshops or meetings that might be held. The contact will be Dan Dooher, Southern Sector Manager. Dan can be reached at dan.dooher@pc.gc.ca or 705-653-3240. Dennis Carter-Edwards, Cultural Resource Specialist, is also available to discuss interpretive opportunities. He can be reached at dennis.carter-edwards@pc.gc.ca or 705-750-4022.

Again, I would like to stress the positive view that Parks Canada takes of the proposed initiatives. Trent Hills certainly recognized and values its presence on the waterway, and in such communities as Campbellford and now Hastings, this appreciation is taking tangible form, for the benefit of residents and visitors.

Comment from B&A:

- We would second all of the suggestions that have come from the Trent-Severn Waterway. The addition of public washrooms and fish cleaning stations are excellent ideas that should be a priority.

Construction Detail for Precast Pavers on Concrete Base (cast in place) (Special Pedestrian Paving on Vehicular Roads) Not To Scale



APPENDIX

Waterfront & Downtown Design Improvements
Village of Hastings - Municipality of Trent Hills

Basterfield & Associates
Landscape Architects

April 2009
B & A Job No: 08-22

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