



Norwood Grove BIZ Master Plan Visioning Report

Winnipeg, MB

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Architecture
Landscape
Interior Design

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Photos, unless otherwise noted, were taken by ft3. Precedent images have been provided solely for the Norwood Grove BIZ's information and are not intended for public use. Historical information was interpreted from various internet sites, as noted throughout the document.



1.1 THE MASTER PLAN VISIONING PROCESS

In 2017, the Norwood Grove BIZ contracted the services of ft3 Architecture Landscape Interior Design to develop a Master Plan Vision to reexamine their current image and to develop a cohesive design package of ideas for future streetscaping elements and site enhancements. This will serve to assist the BIZ in identifying future streetscape projects, and to ensure that a united look and feel of all future infrastructure is maintained.

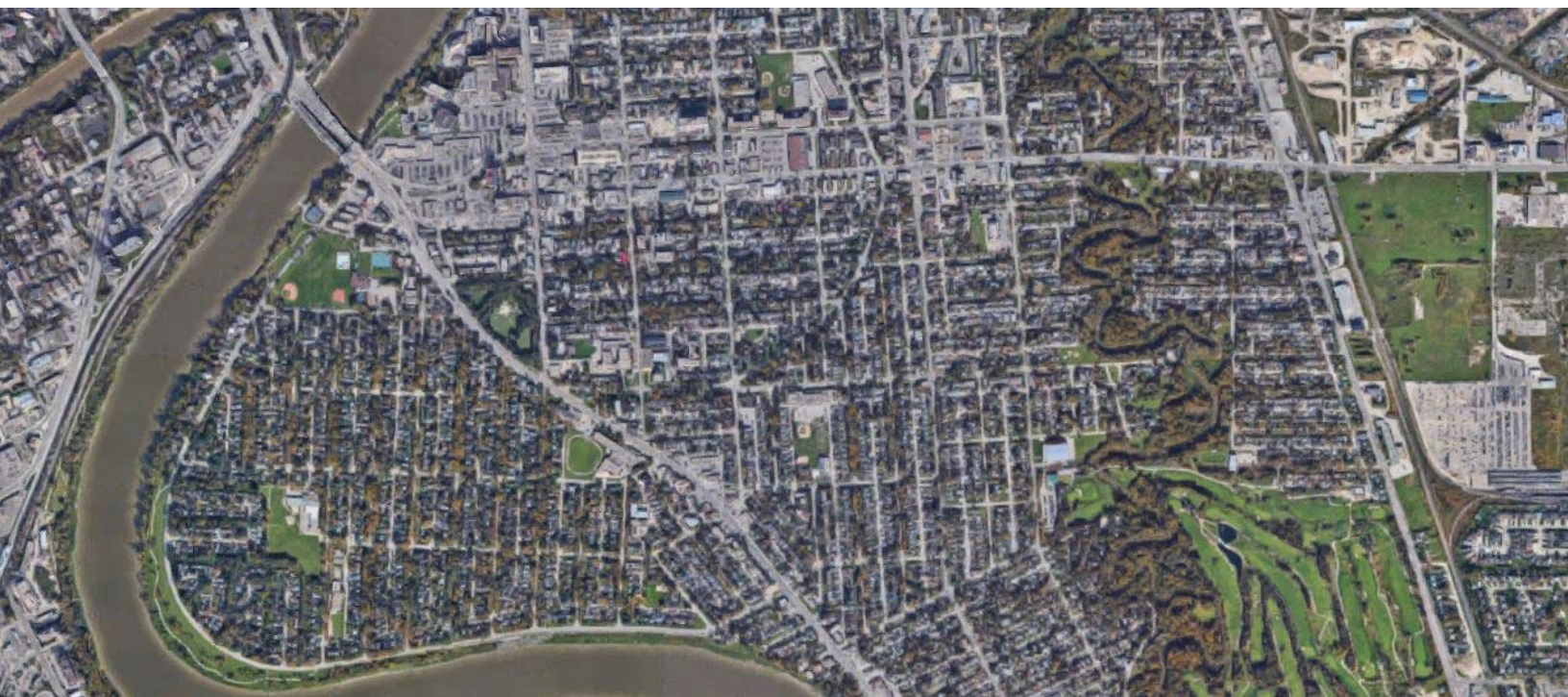
The Master Plan was developed through a collaborative approach, working closely with the Norwood Grove BIZ Street Enhancement Steering Committee and local business representatives, and in consultation with the City of Winnipeg. At the onset, there were three goals identified for delivering a valuable document: **listen, design and communicate.**

Early in the design process, ft3 facilitated an IDEAS workshop with multiple stakeholders to listen and gather information. Listening to those invested in the Norwood Grove area identified opportunities and helped to better understand the constraints that affect these businesses – day-to-day, season-to-season.

As the Norwood Grove BIZ zone covers a large footprint across several residential communities, the secondary goal was to identify a cohesive design scheme to appeal to the vehicular, cycling and most importantly, the pedestrian activity that brings vitality to this urban context.

The third goal was to communicate the developed concept through proposed visual identifiers - for example, vertical markers, site furnishings, gateways, softscaping, to name a few. Strategically located in key areas, this collection of cohesive design elements promotes the Norwood Grove BIZ by creating a sense of place and strong identity.

This document summarizes the information discussed and discovered throughout the collaborative approach and provides a framework for future developments in the Norwood Grove area.



Google Maps, 2018

1.2 HISTORICAL OVERVIEW

The Norwood Grove is part of the St. Boniface Ward and is in close proximity to the convergence of the Assiniboine and Red River as well as to the Seine. This central location brings with it a long history, which have been identified under six headings: language, religion, agriculture, industrial transportation, river and city form.

LANGUAGE

The Red River Rebellion of 1869-70 consisted of a series of events that led to the Manitoba Act and in turn to the establishment of Manitoba as a Province. When the Canadian Government had purchased Rupert's Land and the Northwest Territories, the Métis of the Red River Colony chose Louis Riel to lead a provisional government, to exercise their rights and keep their way of life.

Louis Riel negotiated the equality of the French and English languages into the Manitoba Act, including a provision for separate French schools for Métis children. In 1890, this was abolished and the Manitoba Legislature passed another act, the Official Language Act, which identified English as the official language of the legislature and courts, and later abolished the teaching of French in public schools. Almost a century later, the Supreme Court of Canada restored bilingualism into Manitoba's laws and courts and Franco-Manitobans regained control of their schools. In 2016, the Francophone Community Enhancement and Support Act was passed.

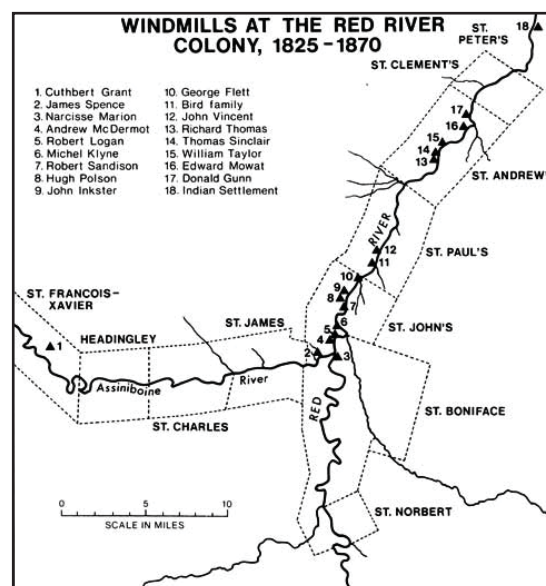
Given the tumultuous battle to protect the French language in Manitoba and since St. Boniface has the largest Francophone community west of Québec, bilingual signage and wayfinding are imperative to the streetscaping vision.¹

RELIGION

Father Joseph-Norbert Provencher is a notable figure to the history of St. Boniface. Provencher was sent to Manitoba to open a mission in St. Boniface and later influenced the construction of the first church in Western Canada, the St. Boniface Cathedral. Provencher also requested the assistance of the Grey Nuns, who journeyed from Québec by canoe on the Red River. The Grey Nuns, who arrived in 1844, founded the early educational, cultural and social-service institutions, such as the St. Boniface Hospital, the first in Western Canada.

AGRICULTURE

The early economy in St. Boniface was agriculture, primarily the milling of grain of the Red River Colony. Until the 1850s only one mill sufficed to grind the wheat grown by the Canadian and Métis farmers of St. Boniface. This included the windmill built south of the St. Boniface mission church, sometime between 1840 and 1843, by the Canadian Narcisse Marion. The approximate location of this mill is thought to be where Lavérendrye Park is today.



www.mhs.mb.ca (MB Historical Society)

¹ Huck, Barbara (editor). 2003. Crossroads of the Continent: A History of the Forks of the Red and Assiniboine Rivers. Winnipeg: Heartland Associates Inc.

INDUSTRIAL

Industrialization arrived in the early 20th century. The Union Stockyards, developed in 1912-13, became the largest livestock exchange in Canada and a center for the meat-packing and processing industry. The stock yards signage, the water tower and the cattle monument (shown in the images below) are iconic images of this period of time.

To celebrate the livestock industry, the Hoof and Horn club erected a monument on the grounds of the Union Stockyards in St. Boniface. Originally made of styrofoam and measuring 11 feet long by 6 feet high, it was later replaced with one made of fiberglass and wood on a concrete base. It functioned as a time capsule for the Hoof and Horn Club memorabilia.

Unfortunately, the monument was destroyed by vandals in September 1989 and was not rebuilt, but remains iconic.

TRANSPORTATION

Prior to the streetcar, the only links between Winnipeg and St. Boniface had been the ferry in the early days and a toll bridge later on. In November 1903, the first street car operated in St. Boniface. The tracks ran along St. Mary's Road down Taché Avenue to Provencher Boulevard, Des Meurons Street and Marion Street. This route recalls the history and importance of transportation in the area, and could serve as an interest corridor for a walking tour.

RIVER

The Norwood Grove area is unique in that it includes two rivers: the Red River and the Seine River. The flooding of the Red River was a constant threat to Winnipeg through the centuries, and from 1962-68, the Red River Floodway was constructed. The Red River also created land forms that later influenced the city form. While the Seine River runs through the Norwood Grove BLZ area, its presence is not notably celebrated.



www.winnipeglovehate.com



www.mhs.mb.ca (MB Historical Society)



www.mhs.mb.ca (MB Historical Society)



www.flicker.com



www.mhs.mb.ca (MB Historical Society)



www.news.buzzbuzzhome.com

CITY FORM

As one will notice today, houses on the south side of Enfield are elevated approximately 4m above street level. Marking a geological footprint from the area's past, this side was the shore bank of a former oxbow of the Red River. The other shore bank can be identified similarly one block over on Kitson Street.

An oxbow is a loop of a river channel that was abandoned when the river ate through riverbank and created a new channel. This area could also serve to recall the historical stories as an interest corridor for a walking tour.

In 1894, the first golf course in Winnipeg was opened - the Winnipeg Golf Club, a 9-hole golf course located in Norwood. The golf course opened for play on July 14, 1894. Unfortunately, the club only used the site until the fall of that year, and relocated operations to land acquired south of Portage Avenue, backing onto Mulvey School. The closest connection to the site's golf history lies in the grassy beltway along Lyndale Drive, now a public park.



www.flicker.com



Google Streetview (2017)

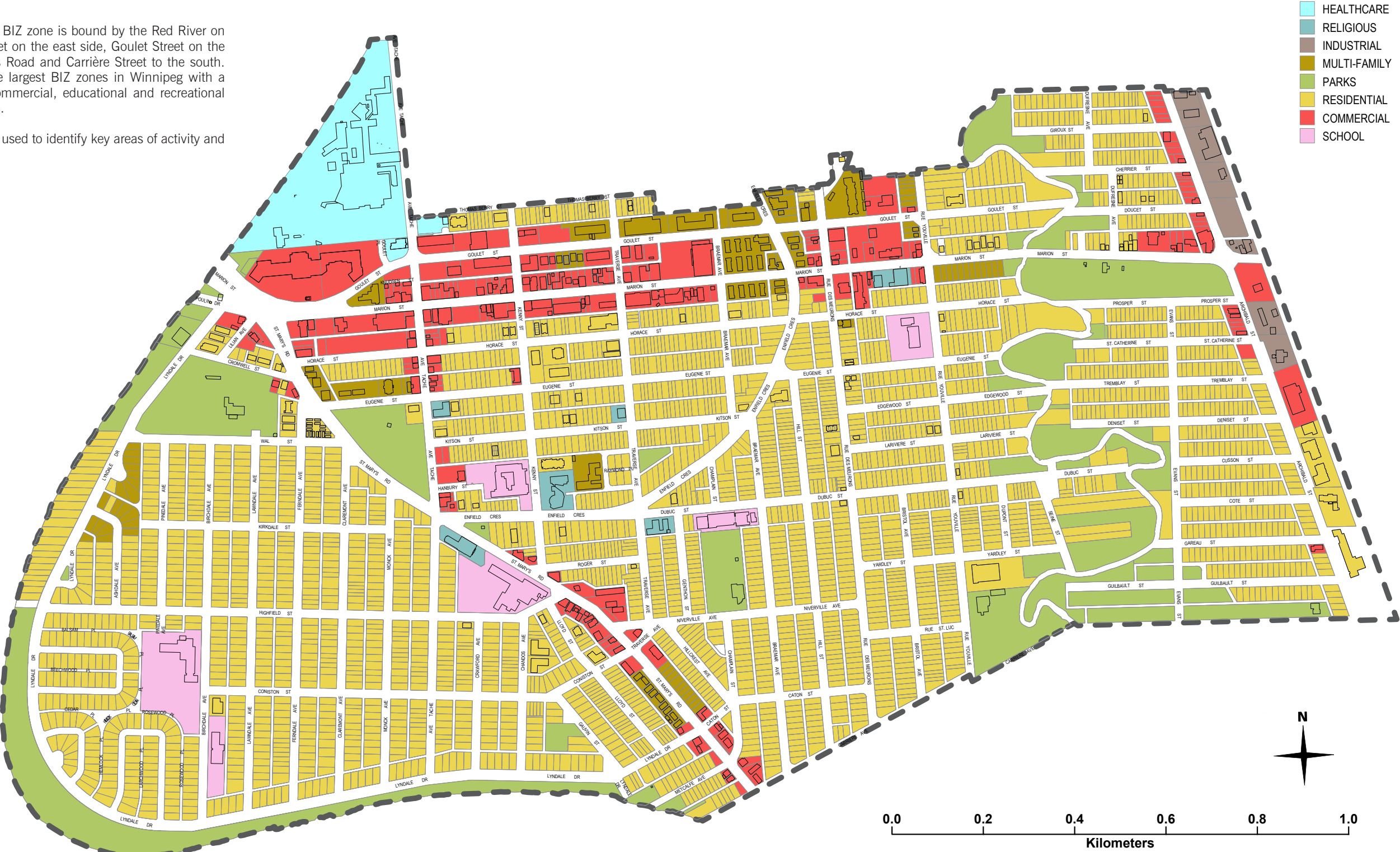


www.mhs.mb.ca (MB Historical Society)

1.3 EXISTING CONDITIONS

The physical Norwood Grove BIZ zone is bound by the Red River on the west side, Archibald Street on the east side, Goulet Street on the north side, and at St. Mary's Road and Carrière Street to the south. Norwood Grove is one of the largest BIZ zones in Winnipeg with a diverse mix of residential, commercial, educational and recreational facilities within its boundaries.

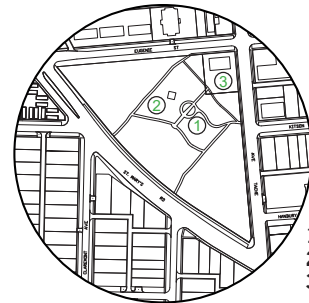
The land use map below was used to identify key areas of activity and interest.



A centrally-located node with the Norwood Grove Zone is Coronation Park, built in 1937, which is a popular green gathering space. This park is home to three primary functions:

- A commemorative cenotaph (1947) recalling the fallen soldiers of World War I and II and the Korean War;
- An outdoor stage used for concerts and multiple community events;
- The Forum Art Centre, a community art facility.

The central location and size of the park in the Norwood Grove zone makes it an ideal connection point between the residential zone to the west (Norwood Flats) and the primary commercial corridor (along Marion Street and Taché Avenue).



1. Cenotaph
2. Stage
3. Forum Art Centre

On the eastern boundary of the Norwood Grove BIZ area is Winnipeg's most popular disc course. Happyland Disc Course Park is an ideal recreational park with mature stands of trees and a creek running through the middle. The course features 9 baskets, 18 poured concrete tee pads, and a putting practice basket. The course is generally short, and quick to play with lots of shade provided by the trees.



www.winnipeg.ca

Happyland Park Disc Golf Course
Winnipeg's First Permanent Disc Golf Course.
9 chain baskets with 18 concrete tee pads.

Winnipeg, Manitoba, Canada.
Disc Golf Information website: www.discgolfmanitoba.ca
Disc Golf Coordinator: Joel Dion 204.292.7794
You can purchase Golf Discs at: GAME OF THROWS DISC GOLF www.gotdiscgolf.com

Date: _____
Weather: Temp _____ °C. Wind speed _____ km/h. Rain/Snow: _____

Hole	1	2	3	4	5	6	7	8	9	10to9 Total	Hole	10	11	12	13	14	15	16	17	18	10to18 Total	1to18 Total
Distance to Basket Position	235	165	275	175	290	154	220	159	278	1996	Dist. to Basket B	303	183	222	187	206	184	290	127	261	2004	4000
Beginner Par	3	3	4	3	4	3	3	3	4	+/- 30	Begin Par	4	3	3	3	3	5	3	3	+/- 30	60	
Advanced Par	3	3	3	3	3	3	3	3	3	+/- 27	Adv. Par	3	3	3	3	3	3	3	3	+/- 27	54	

Players: _____

Happyland Park Disc Golf Course
Winnipeg, Manitoba, Canada.

Map showing the course layout with 9 baskets and 18 tee pads. The course is located near Marion Street and Prosper Street, with the Seine River to the west. A scale bar indicates distances in feet (0 to 100) and meters (0 to 100). A north arrow is also present.

Please leave the park cleaner than you found it.

www.discgolfmanitoba.ca

1.4 THE NORWOOD GROVE BRANDING

Amongst the popular recreational amenities within the neighborhood, key destinations include: Coronation Park, Happyland Park, Lyndale Drive Park and the Seine River. These natural environments contribute largely to the mature stand of trees (groves) throughout. Since its inception decades ago, the Norwood Grove BIZ's logo remains today a pertinent symbol of the area (as shown below).



To note, the Norwood Grove includes three historically significant diners from the 1960's and remains very popular destinations for Winnipeggers. Drawing from this, the proposed design elements look to the typography and neon lighting of The Red Top Diner, Dairy Wip and Mrs. Mikes, as inspiration.



Google Streetview (2018)



www.winnipeglovehate.com



www.winnipeglovehate.com



2.1 MAPPING & SITE INVENTORY

Within the Norwood Grove area, there is a dense commercial zone located along Marion Avenue with a mix of retail, franchise restaurants, local shops and restaurants. There is also a smaller secondary commercial area located along St. Mary's Road where Red Top Diner is located, in addition to franchise restaurants such as Robin's Donuts and Taco Del Mar. Below is an abbreviated list of a few of the businesses located within each land use in this area:

PUBLIC SPACE

Coronation Park
Happyland Park
Norwood Community Centre
Lyndale Drive Park
Champlain Community Centre Rink

SCHOOLS

Nordale School
Nelson McIntyre Collegiate
Holy Cross School
Springs Christian Academy
École Henri-Bergeron
École Précieux-Sang

RESTAURANTS / COMMERCIAL

Norwood Hotel
Red Top Diner
Bouchée Boucher
Mrs. Mike's
Le Croissant
Pasquale's
Santa Lucia
The Wood Tavern & Grill
Deen's Caribbean Restaurant
Vientiane
Lovey's BBQ
Johnny's
Inferno's Bistro
Dairi Whip Drive-In
Robin's Donuts
Taco Del Mar
Dominion Centre
No Frills
Safeway
Dollarama
7-Eleven
Tim Horton's
Snap Fitness
Helios

RELIGIOUS

Winnipeg Church of Christ
Holy Cross Catholic Church
Saint Philip's Norwood Anglican Church
Precious Blood Parish
St. Peter & Paul Ukranian Catholic Church

HEALTHCARE

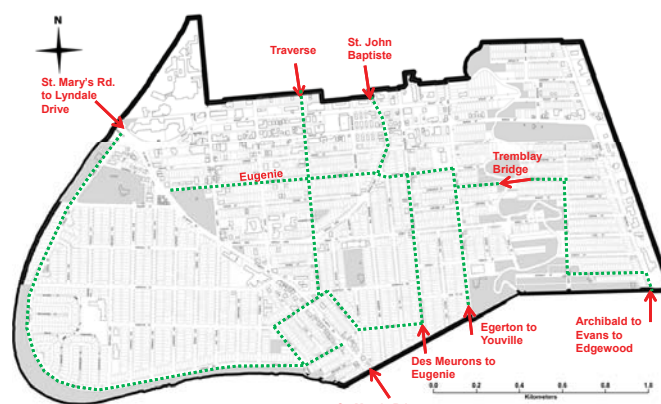
St. Boniface Hospital
St. Boniface Clinic
Access Building
Marion Pharmacy
Comforts of Home – Care Inc



Shown below are the primary vehicular and cycling corridors to and from the Norwood Grove area.



Vehicular Corridors



Cycling Corridors

During the IDEAS workshop, participants were divided into three User Groups: as drivers, as pedestrians and as cyclists. As described below, each group listed opportunities and challenges.

Vehicular User Group

- Taché Avenue is used as a major shortcut route during rush hour;
- Eugénie Street is also used as a shortcut route during rush hour.

Pedestrian User Group

- The pathway below the Norwood Bridge serves as a good access point to get to downtown and The Forks, avoiding car traffic;
- Happyland Park is difficult to access by all modes of transportation, but is host to the most popular Disc Golf (Frisbee) course;
- A canoe launch currently exists in Happyland Park but is difficult to access;
- Need further pedestrian routes to connect residents of St. Boniface to the north and to Norwood Flats to the west;
- Goulet Street and Marion Street are very difficult to cross, which results in jaywalking (unsafe).

Cyclist User Group

- St. Mary's Rd. from Eugénie Street to Marion Street is a dangerous area for cyclists;
- Major cycling route include: Archibald Street, Guilbault Street, Evans Street, Tremblay Street, Youville Street and Eugénie Street;
- Sidewalk bump-outs along Marion Street would increase pedestrian safety, slow down traffic and serve as possible designated bike parking areas and could provide areas for outdoor patio pockets.

2.2 SUMMARY

Drawing from the discussions having taken place during the collaborative IDEAS workshop event, pros and cons of the Norwood Grove BIZ area were identified:

PROS

- French quarter influence;
- Rich pedestrian environment;
- Diversity (residential, multi-family, commercial);
- Existing history / heritage;
- Mix of old and new;
- River community (activities, views);
- Lyndale walking path and street closure during summer months;
- Small town feel of the Norwood Flats neighbourhood;
- Proximity to the Forks and downtown;
- Norwood Flats is walkable and caters to many families;
- Mature trees;
- Parks (Disc Golf (Frisbee) - Happyland);
- Inexpensive rent for location;
- Safe.

CONS:

- Thru-traffic, traffic congestion and presence of larger trucks. Significant traffic congestion at St. Mary's Road - Goulet Street - Marion Street - Taché intersections and thoroughfares, making it difficult to cross as a pedestrian;
- St. Mary's Road is very busy/loud which deters pedestrian traffic - particularly residents from the Norwood Flats to visit Marion and Goulet Avenue on foot;
- Anywhere from 3,000-5,000 healthcare workers park daily in the neighbourhood. Currently, residential streets near the hospital has 2-hour restricted street parking, but not consistently on all streets. This impacts available on-street parking for visitors to the Norwood Grove area;
- Cycling routes are circuitous and disconnected;
- Wayfinding to the Forks is confusing;
- Increased presence of panhandlers;
- Lack of amenities / shops on St. Mary's Road;
- Size of the Norwood Grove BIZ area;
- Not pedestrian-oriented;
- Lack of walkability;
- Lack of walking tours or themed events;
- Marketing need (lack of identity);;
- Noisy
- Limited retail / local shops accessible to Norwood Flats;
- Visually unappealing;
- Types of businesses (quality).

During the IDEAS workshop, it was determined that the Norwood Grove BIZ visioning plan should focus on highlighting the area's history and current strengths which include:

- a strong English and French community;
- its rich natural and built environment (dense residential tree canopy);
- proximity and influence of the St. Boniface Hospital and the Université Saint-Boniface architecture;
- presence of its rivers (Red and Seine River).



3.1 GOALS & OBJECTIVES

Through the process of analysis and the IDEAS workshop, key goals and objectives were identified for the Norwood Grove BIZ vision. The mandate of the Norwood Grove BIZ is:

“to create an environment in which their members can prosper. This is done through area beautification, enhancements to city services, capital projects aimed to improve streetscapes, marking and placemaking” (Norwood Grove BIZ 2017 Annual Report).

The goals and objectives of the **Vision Plan** is to:

- Identify areas of improvements for the Norwood Grove;
- Provide a graphic language to create a unified identity throughout the community;
- Define the character and identity of Norwood Grove throughout the neighbourhood;
- Promote french inclusivity in all future projects (primarily through signage);
- Improve pedestrian and cycling infrastructure;
- Provide strategies to connect surrounding neighbourhoods to the Norwood Grove;
- Identify a range of projects for future development.

The goals and objectives of **projects within the Vision Plan** is to:

- Create welcoming entry points to identify the Norwood Grove boundaries;
- Provide branding in both English and French;
- Promote a transportation network that offers safe routes for pedestrians, cyclists and motorists;
- Highlight the rich heritage and culture of the area to create a connection to its past;
- Create a unified identity for the Norwood Grove.



Google Streetview (2017)



Google Streetview (2017)

3.2 CONCEPT DEVELOPMENT

The vision of the Norwood Grove BIZ is to beautify, improve and maintain lands of the City in the Zone and to promote the Zone as a place for retail and commercial activity.

As identified, the Norwood Grove BIZ visioning plan should focus on highlighting the area's history and current strengths which includes: a strong English and French community, its rich natural and built environment (dense residential tree canopy and proximity to St. Boniface Hospital and the Université Saint-Boniface architecture) and the presence of its rivers (Red and Seine River).

Drawing inspiration from these concepts, the visioning plan looks to a design scheme that integrates existing elements with new projects. This includes:

- Large scale projects (gateways and infrastructure changes);
- Proposed operational improvements (reduction of vehicular speed);
- Smaller “quick with impact” features (benches, bike racks);
- Site enhancement strategies (planting, bistro seating).

Overall design objectives include:

- Improving accessibility and crossings;
- Addressing inclusivity (physical and cultural);
- Focusing on all modes of traffic (pedestrian, cycling and vehicular).



Looking to the Norwood Grove BIZ's current logo as inspiration, the tree of the Grove logo will become a stronger visual indicator of the area. The graphic styling of all visual markers must be consistent and have impact, thus making it an identifiable Norwood Grove brand such as “Rooted in the Grove / Enraciné dans le bosquet”.



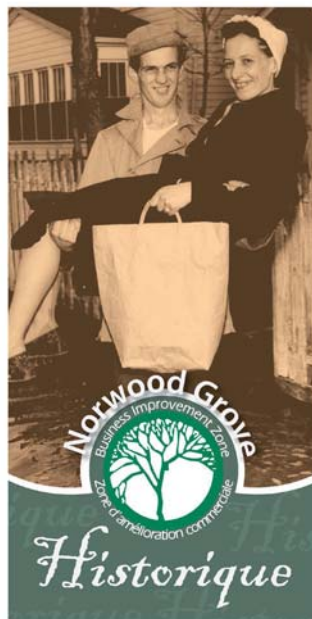
4.1 SCHEMATIC MASTER PLAN



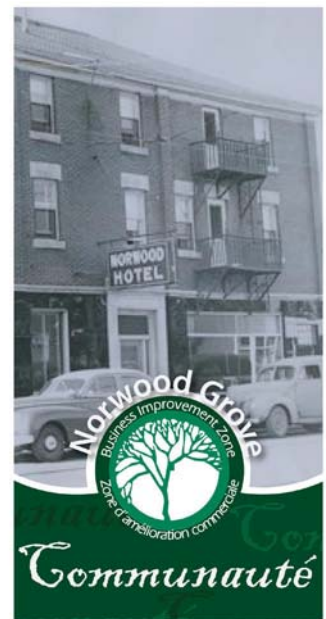
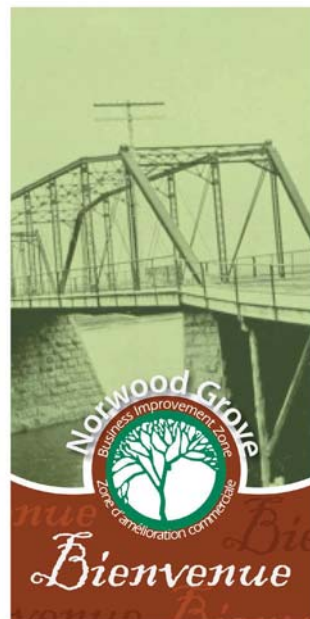
4.2 UPCOMING PROJECTS

2018 Implementation

- HISTORIC BANNERS
- NEW PLANTERS (BARKMAN)
- SIGN AT MARION / GOULET / ST MARY'S
- STREET LIGHT EXPANSION (HYDRO)
- CANOE PARK
- CORONATION PARK DIGITAL SIGN (FUTURE)



Historic Banners 2018



4.3 MAJOR IMPROVEMENTS

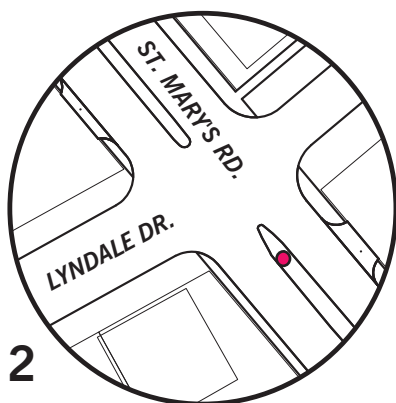
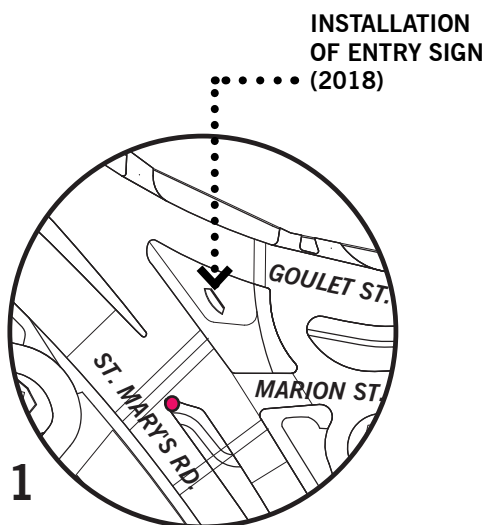
LARGE SCALE PROJECTS

G GATEWAYS

- PEDESTRIAN FOCUS (SAFE-CROSSINGS)
- VERTICAL MARKERS / FEATURE ('GROVE' BRANDING)
- SIGNAGE (WAYFINDING)

Three (3) gateway locations have been identified for the following intersections:

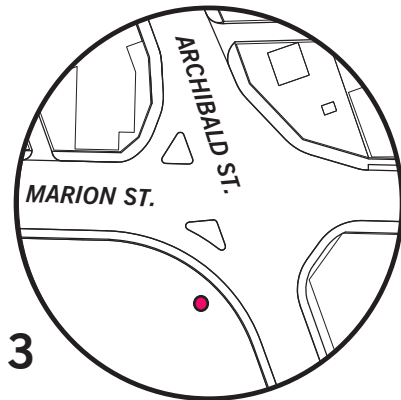
1. St. Mary's Road and Marion Street
2. St. Mary's Road and Lyndale Drive
3. Archibald and Marion Street



● Gateway Signage location



Gateway Marker



Along the eastern boundary, the Archibald and Marion Street intersection functions as the entry point to the Norwood Grove area. To respond to this busy intersection, the gateway concept is larger in scale and draws inspiration from the future entrance sign (Summer 2018) at the St. Mary's Road and Marion Street intersection. The location of this gateway is proposed at the northeast corner of Happyland Park, using the trees of the park as a backdrop and allowing views from all paths of travel.

..... PROPOSED GATEWAY
ENTRY SIGN



C CROSSINGS

- PEDESTRIAN FOCUS (SAFE-CROSSINGS)
- SIGNAGE (WAYFINDING)

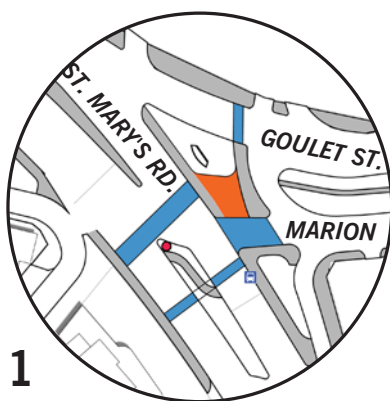
Three major crossings have been identified along St. Mary's Road to create safe pedestrian connections from the Norwood Flats residential neighbourhood to the commercial areas to the east. In addition, a fourth crossing has been identified along Goulet Street to create a safe connection to the residential to the north. These have been identified at the following intersections:

1. St. Mary's Road and Marion Street
2. St. Mary's Road and Eugénie Street
3. St. Mary's Road and Taché Avenue
4. Goulet and Kenny Street

- Potential sidewalk expansion
- Potential pedestrian crossing locations
- Signage at pedestrian crossing locations



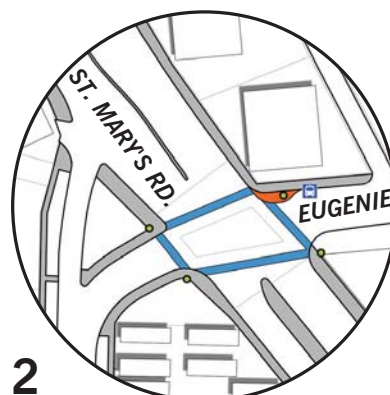
Signage at Pedestrian Crossing Locations



1

ST. MARY'S ROAD AND MARION STREET

Mentioned several times during the workshop and throughout the design process, the intersection at St. Mary's Road, Marion Street and Goulet Street is a difficult pedestrian crossing to navigate as it is a congested thoroughfare. To improve, this intersection requires further investigation and input from all parties (City of Winnipeg Traffic, Public Works, Transit, etc.) during future design consultation. The preliminary solution shown reflects direct crossing locations to access existing amenities (bus stops, Dominion Centre and Santa Lucia Pizza). A critical starting point for studying this intersection includes a study to better determine the timing of the streetlights, in order to facilitate timely pedestrian crossing in all directions.

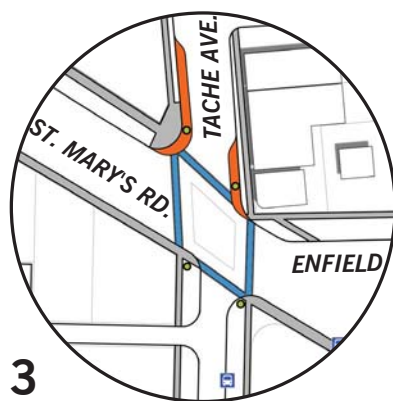
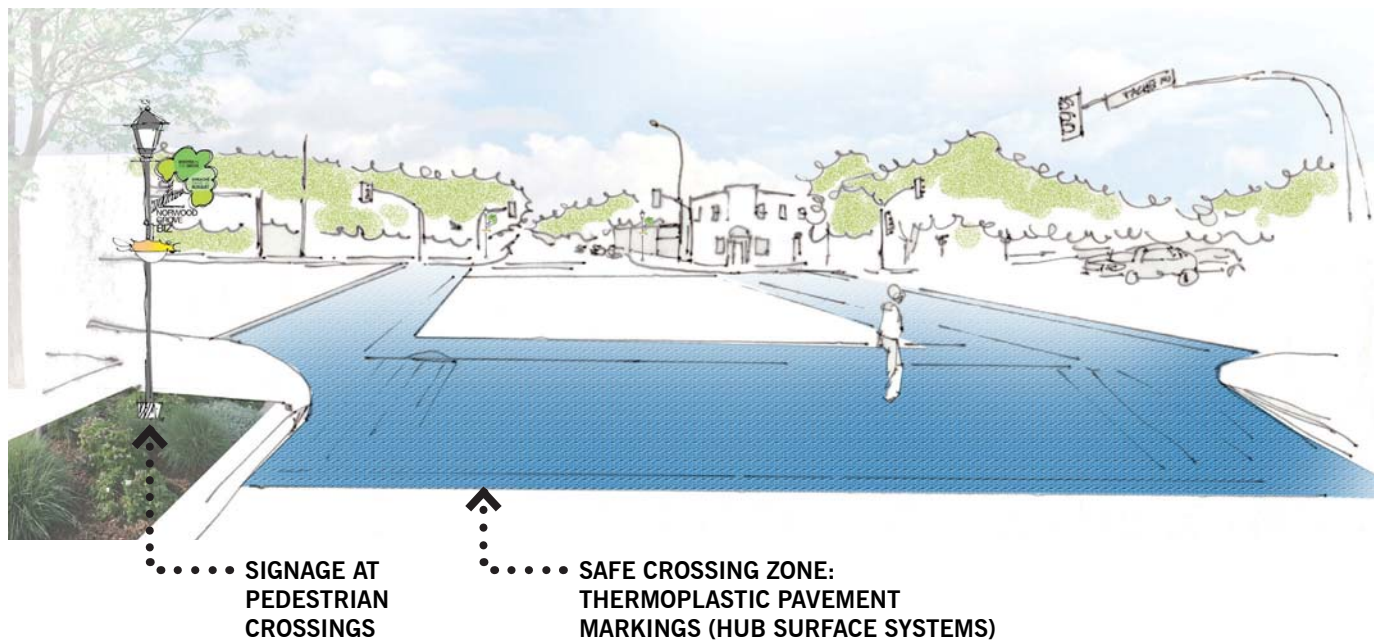


2

ST. MARY'S ROAD AND EUGÉNIE STREET

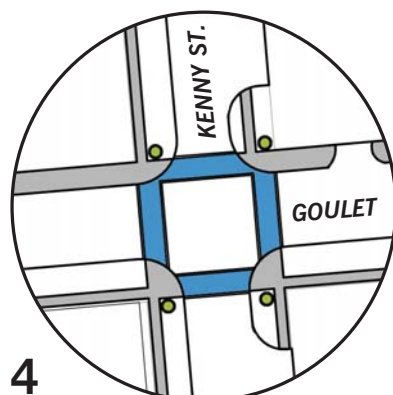
Identifying Coronation Park as an important point of entry to the Norwood Grove area, travelling from the west, two intersections (#2 & #3) are highlighted to address safe pedestrian crossings for pedestrians, motorists and cyclists.

The sidewalk expansion bump out (shown in orange) is located at the northeast corner of the intersection to expand a safe pedestrian zone. Proposed as a band for the pedestrian crossing zone is a change in surfacing of thermoplastic pavement markings in a contrasting color. Additionally, signage (as shown above) will mark the intersection at each corner.



ST. MARY'S ROAD AND TACHÉ AVENUE

The sidewalk expansion bump out (shown in orange) is located at the northeast and northwest corner of the intersection to expand a safe pedestrian zone. Similar to #2, the pedestrian crossing zone is a change in surfacing of thermoplastic pavement markings in a contrasting color and also includes signage at each corner.



GOULET AND KENNY STREET

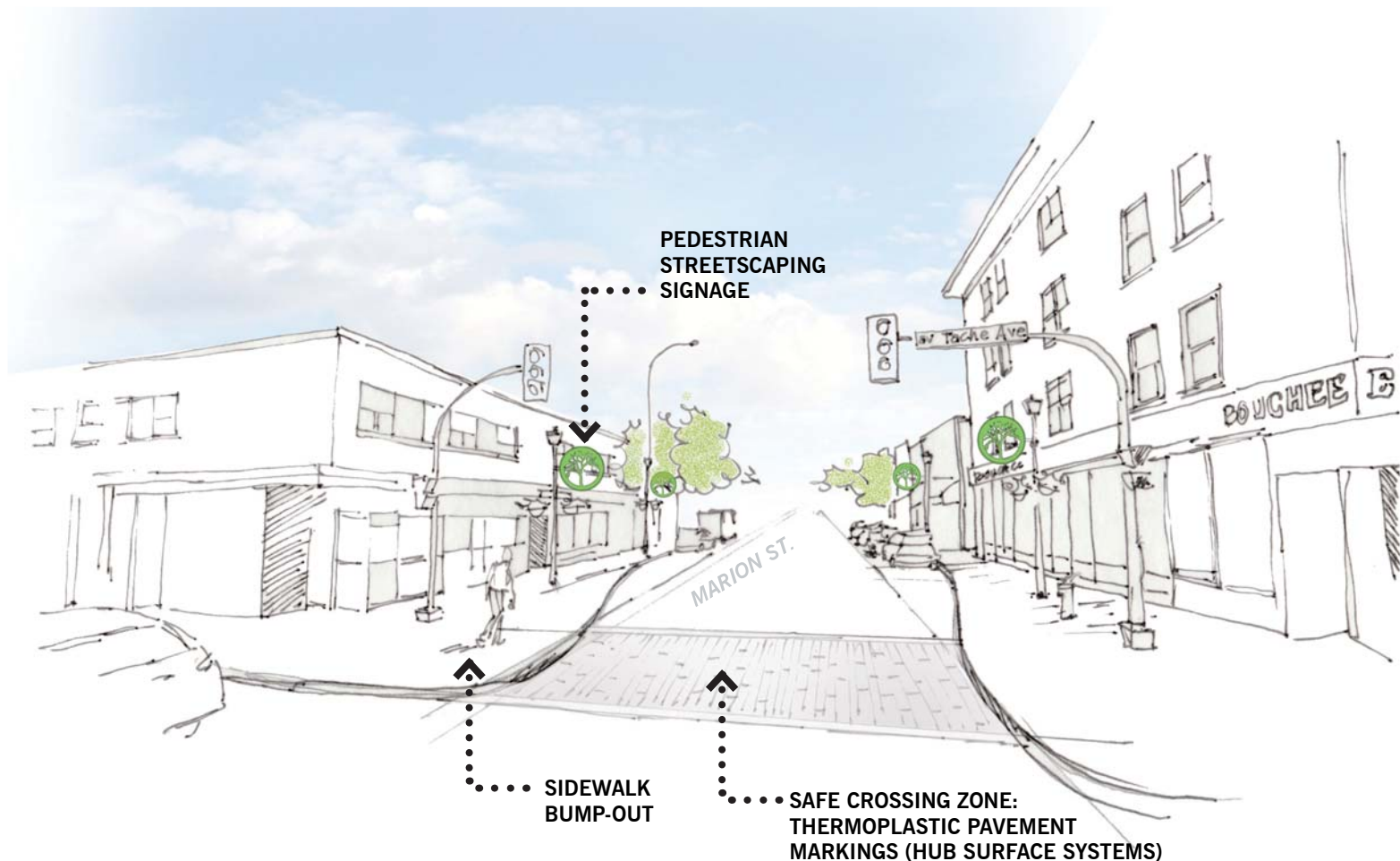
The intersection at Goulet and Kenny Street is smaller in scale and is in fact pedestrian-friendly. Similar to #2 and #3, the pedestrian crossing zone is a change in surfacing of thermoplastic pavement markings in a contrasting color and also includes signage at each corner.

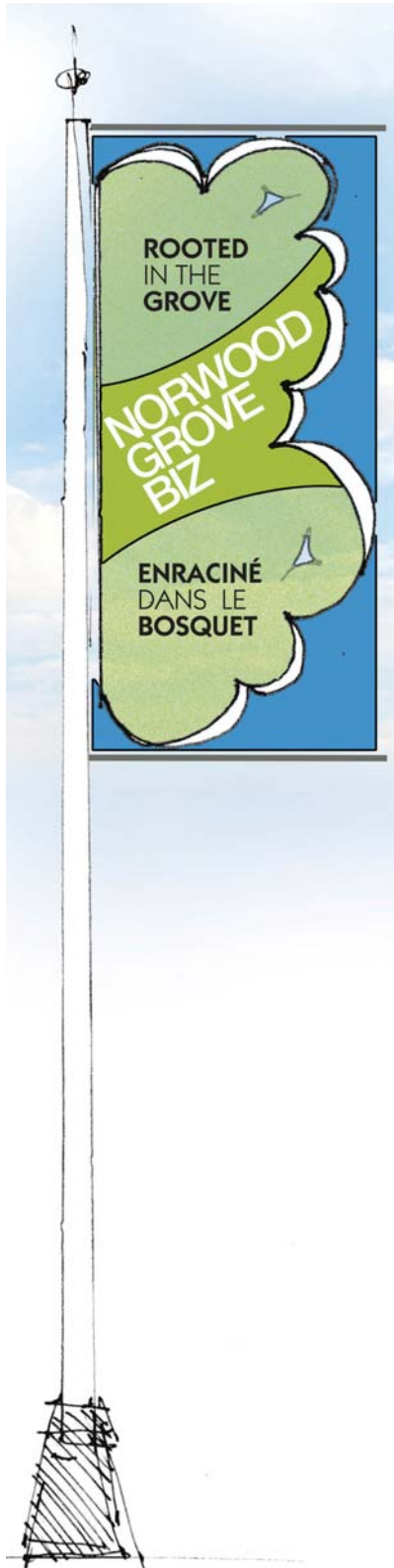
MS MARION STREETSCAPING

- PEDESTRIAN FOCUS
 - BUILDING / SIDEWALK SCALE
 - SIDEWALK BUMP-OUTS
 - SIDEWALK PLANTINGS
 - TEMPORARY PATIOS
- CYCLING IMPROVEMENTS
 - BIKE RACK PLACEMENT
 - BIKE LANE (SHERBROOK STREET-INSPIRED MODEL)
- ADDED DECORATIVE STREET LIGHTS
- SIGNAGE (WAYFINDING)

As the majority of the commercial activity is concentrated along Marion Street, additional streetscaping features will further support a pedestrian environment.

Similar in scale as Sherbrook Street in the West Broadway area in Winnipeg, a protected bike lane along Marion Street could be a pilot project for future lanes in the Norwood Grove zone. The feasibility of this requires considerable study and assessment based on existing road width, parking requirements, etc. To note, this improvement could likely only move forward if the current truck route designation along Marion Street is redirected elsewhere.

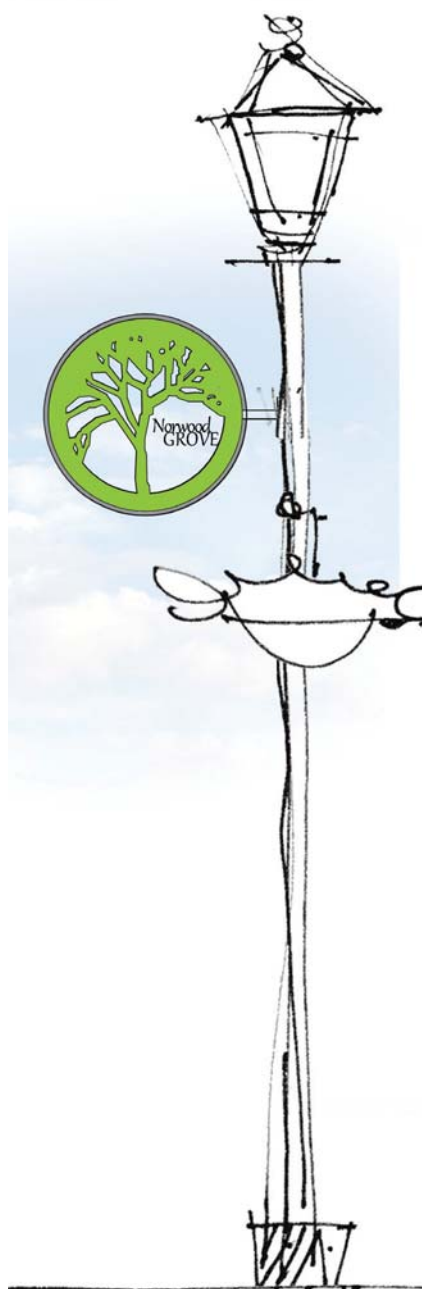




Banner Signage

STREETSCAPING FEATURES

Various banner options have been provided to address the different scales and “movement” speeds throughout the area: walking, cycling and driving.



Pedestrian Streetscape Signage

Various streetscaping elements could play off of the green of the grove logo, in the form of playful seating and outdoor patios. Moreso, the neon lighting of the diner era could create a unique identity for the streetscape.



Planting Box Precedent (Montreal, QC)



Streetscaping Signage - Neon Lighting Precedent (Montreal, QC)



Seating Concept (mmcity street furniture)



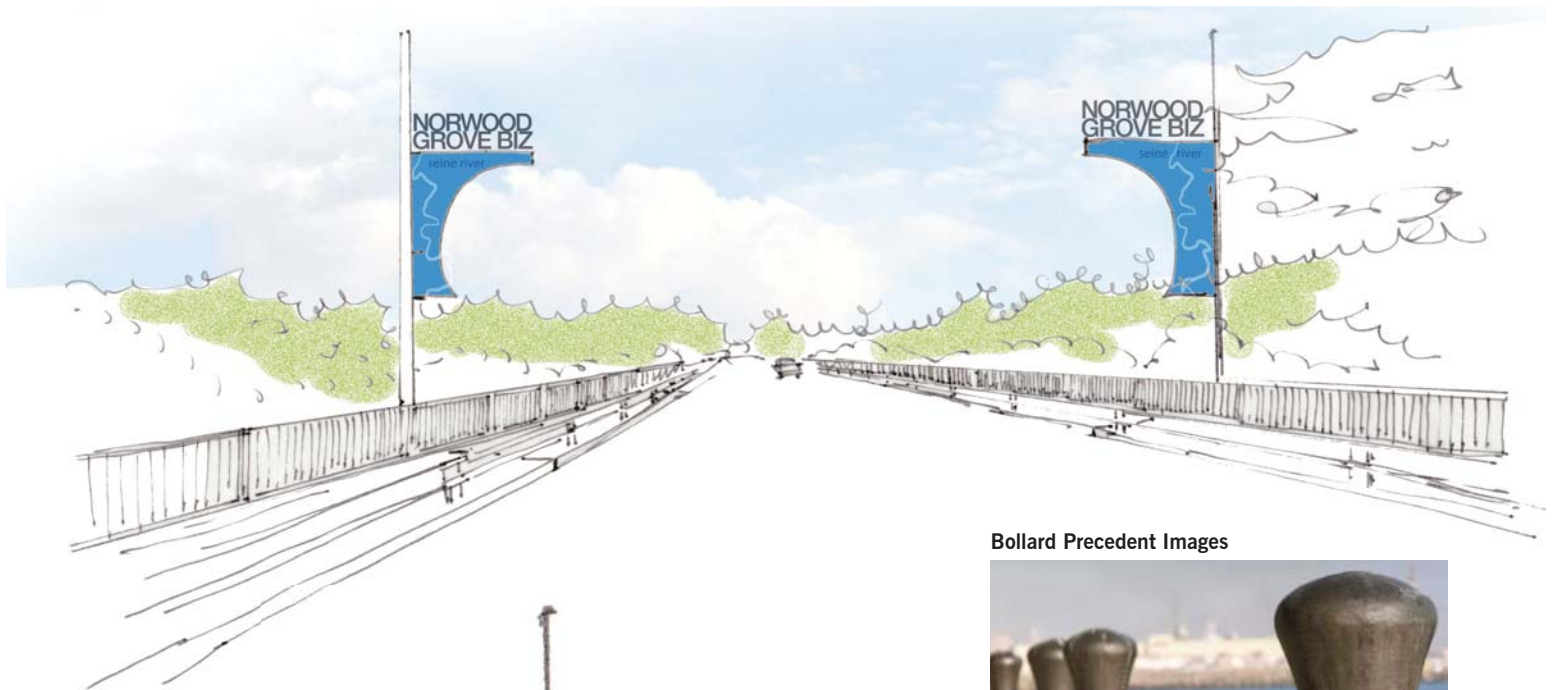
‘Island Patio’ Precedent (Montreal, QC)

R

RIVERS

→ **SIGNAGE** (acknowledgement of the river systems)

To bring awareness to the presence of the Red and Seine River, potential designs could include signage and/or art projects. A set of banners could be located on the bridge structure, indicating the Seine River beneath. Imagery could reflect recreational river activities or the water course form.



River Banners

Banners could also be located along the Red River banks adjacent the Lyndale Drive green corridor to further celebrate its presence in the neighborhood.

Bollard Precedent Images



www.octopus-lda.com



<http://www.sandwell.gov.uk>

In addition, the installation of artful bollards along Lyndale Drive could delineate the edge between vehicular and pedestrian traffic. These could be developed in collaboration with the Forum Art Centre as an art competition or initiated by artists.

PROPOSED OPERATIONAL IMPROVEMENTS

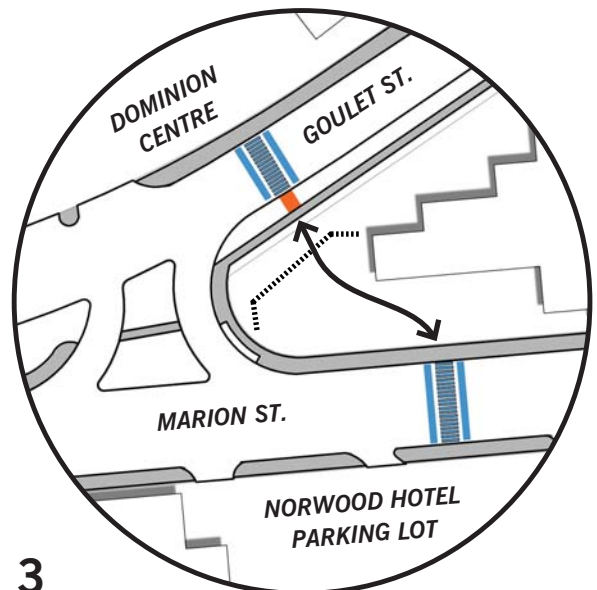
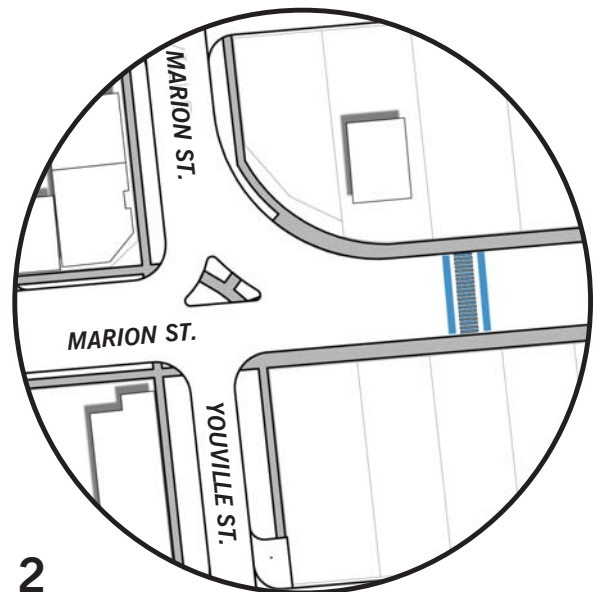
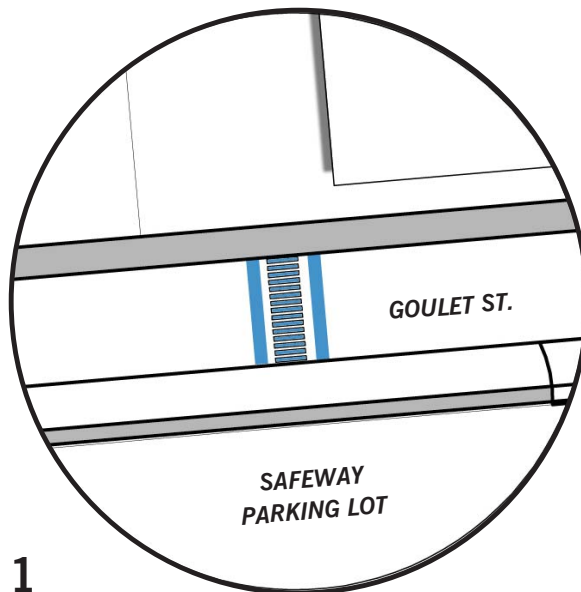


CROSSINGS

- PEDESTRIAN FOCUS (SAFE-CROSSINGS)
- SIGNAGE (WAYFINDING)

With the higher traffic volume along Marion and Goulet Street, safety is a key concern for pedestrians in the Norwood Grove area. Three (3) pedestrian corridors, installed with overhead flashing beacons systems, have been proposed at the following locations:

1. At Goulet Street, north of the existing Safeway parking lot;
2. At Marion Street, east of Youville Street;
3. At Marion Street, south of Dominion Centre and north of the Norwood Hotel parking lot.



- Potential sidewalk expansion
- Potential pedestrian crossing location
- Wall at 101 Marion Street to be removed to improve safety and allow for pedestrian access

4.4 MINOR IMPROVEMENTS

SMALLER 'QUICK WITH IMPACT' PROJECTS

- L THE "LOOP" - URBAN TRAIL (WALK/BIKE)**
 - RESTING STOPS (BENCHES)
 - SIGNAGE (WAYFINDING + INTERPRETIVE)

A walking or biking loop is identified to promote, celebrate and share the history, language, culture and arts of the area.



Walking Loop Precedent Image
(painted line)



Walking Loop/Destination Signage
Precedent Image

- T TRAVEL - PEDESTRIAN + CAR + CYCLING**
 - SIGNAGE (WAYFINDING)
 - CYCLING / WALKING 'CLIP' SIGNS
 - DECORATIVE STREET LIGHT SIGNS

Wayfinding signage (pedestrian and cyclist-focused) will identify walking loops, paths and entry points throughout the neighbourhood. This signage will also communicate to motorists where pedestrian / cycling zones are located.

Bicycle parking nodes have been identified on the Schematic Master Plan (★) on Page 17. The bike racks at each node should be playful and reflect the surrounding businesses types.



Bicycle Path 'Clip' Signage (to be mounted atop existing street signs)

Walking Loop 'Clip' Signage (to be mounted atop existing street signs)



Bicycle Node Precedent Image

SITE ENHANCEMENT STRATEGIES

Minor improvements to better reflect all seasons of the Norwood Grove BIZ could include:

- Introduction of seasonal plantings, foliage and branches;
- Playful light installations;
- Low maintenance plantings/groundcovers in vacant planting beds.



Precedent Image: Winter Hanging Basket



Precedent Image: Winter Plantings



Precedent Image: Low-Maintenance Plantings/Groundcovers



Precedent Image: Light Installation



The budgets included in this document are intended for planning purposes only and require further refinement based on a comprehensive detailed design process. The budget categories have been organized based on the Master Plan on Page 19 of this document.

Our estimate is a magnitude of probable cost only and does not include associated consultant fees. The unit costs have been provided as budget amounts from suppliers / manufacturers and are also taken and averaged from similar projects that have come through our office in the past three years. Our estimate is intended to provide the Client with a general idea of anticipated construction costs but does not constitute a formal cost estimating exercise, as would be provided by a Cost Estimating Consultant, accredited through the Canadian Institute of Quantity Surveyors.

Item No.	Description	Unit	Approx. Quantity	Unit Price	
1 GATEWAYS					
a)	St. Mary's & Marion Street				
i)	Supply & Installation of gateway marker c/w concrete pile	ea.	1	\$16,500.00	16,500.00
ii)	Concrete sidewalk / curbing repairs	sqm	25	\$150.00	3,750.00
iii)	Electrical	ls.	1	\$5,000.00	5,000.00
				Subtotal:	25,250.00
b)	St. Mary's & Lyndale Drive				
i)	Supply & Installation of gateway marker c/w concrete pile	ea.	1	\$16,500.00	16,500.00
ii)	Concrete sidewalk / curbing repairs	sqm	25	\$150.00	3,750.00
iii)	Electrical	ls.	1	\$5,000.00	5,000.00
				Subtotal:	25,250.00
c)	Archibald & Marion Street				
i)	Supply & Installation of gateway marker c/w concrete base / piles	ea.	1	\$60,000.00	60,000.00
				Subtotal:	60,000.00
				Contingency (20%)	22,100.00
				Budget Total - Gateways	132,600.00
2 MARION STREETSCAPING					
i)	Thermoplastic pavement markings at crossings (4 intersections)	ea.	4	\$10,000	40,000.00
ii)	Concrete bumpouts (2 at each intersection)	ea.	4	\$7,500	30,000.00
iii)	Pedestrian Decorative Light Standard c/w concrete piles	ea.	16	\$8,000	128,000.00
iiii)	Round Aluminum Banner (Pedestrian Streetscape) mounted to Light Standards	ea.	16	\$2,500	40,000.00
v)	Vinyl Banner mounted to pole brackets	ea.	16	\$600	9,600.00
vi)	Neon signage mounted to Light Standards	ea.	8	\$2,500	20,000.00
vii)	Street Furniture (mmclite)	ea.	5	\$5,000	25,000.00
				Subtotal:	292,600.00
				Contingency (20%)	58,520.00
				Budget Total - Marion Streetscaping	351,120.00
3 THE LOOP					
a)	Rest stops				
i)	Benches	ea.	5	\$1,200	6,000.00
ii)	Waste Receptacles	ea.	5	\$1,000	5,000.00
iii)	Concrete Pad	sqm	20	\$150	3,000.00
				Subtotal:	8,000.00
				Contingency (20%)	1,600.00
				Budget Total - The Loop	9,600.00
4 CROSSINGS					
a)	St. Mary's & Marion Street				
i)	Thermoplastic pavement markings at crossings	sqm	225	\$225	50,625.00
ii)	Concrete sidewalk	sqm	140	\$150	21,000.00
iii)	Directional Traffic Signage	ls.	1	\$1,000	1,000.00
iv)	Pedestrian Decorative Light Standards c/w concrete piles	ea.	4	\$8,000	32,000.00
v)	Aluminum Banners (Pedestrian Crossing) mounted to Light Standards	ea.	4	\$3,750	15,000.00
				Subtotal:	119,625.00
b)	St. Mary's & Eugénie Avenue				
i)	Thermoplastic pavement markings at crossings	sqm	175	\$225	39,375.00
ii)	Concrete bump-out	sqm	30	\$150	4,500.00
iii)	Pedestrian Decorative Light Standards c/w concrete piles	ea.	4	\$8,000	32,000.00
iv)	Aluminum Banners (Pedestrian Crossing) mounted to Light Standards	ea.	4	\$3,750	15,000.00
				Subtotal:	90,875.00
c)	St. Mary's & Taché Street				
i)	Thermoplastic pavement markings at crossings	sqm	150	\$225	33,750.00
ii)	Concrete bump-outs	sqm	130	\$150	19,500.00
iii)	Pedestrian Decorative Light Standards c/w concrete piles	ea.	4	\$8,000	32,000.00
iv)	Aluminum Banners (Pedestrian Crossing) mounted to Light Standards	ea.	4	\$3,750	15,000.00
				Subtotal:	100,250.00
d)	Goulet & Kenny Street				
i)	Thermoplastic pavement markings at crossings	sqm	140	\$225	31,500.00
ii)	Pedestrian Decorative Light Standards c/w concrete piles	ea.	4	\$8,000	32,000.00
iii)	Aluminum Banners (Pedestrian Crossing) mounted to Light Standards	ea.	4	\$3,500	14,000.00
				Subtotal:	77,500.00
e)	Pedestrian Corridors with Overhead Flashing Beacons				
i)	At Goulet, North of the existing Safeway Parking Lot	ea.	1	\$75,000	75,000.00
ii)	At Marion Avenue, East of Youville Street (Relocated from Marion Crosswalk)	ea.	1	\$60,000	60,000.00
iii)	At Marion Avenue, South of Dominion Centre and North of the Norwood Hotel	ea.	2	\$75,000	150,000.00
				Subtotal:	285,000.00
				Contingency (20%)	134,650.00
				Budget Total - Crossings	807,900.00
5 RIVERS					
i)	Seine River Aluminum Banners (One on each side)	ls.	1	\$19,550	19,550.00
ii)	Red River Aluminum Banners along Lyndale Drive	ea.	10	\$5,000	50,000.00
iii)	Artful Bollards	ea.	1	\$1,500	1,500.00
				Subtotal:	71,050.00
				Contingency (20%)	14,210.00
				Budget Total - River Signage	85,260.00
6 TRAVEL (Quantities of Signage dependent on location)					
i)	Bicycle Path Clip Signage	ea.	1	\$500	500.00
ii)	Walking Loop Clip Signage	ea.	1	\$500	500.00
iii)	Bike Parking Areas (including paving, signage and 6 bike racks)	ls.	1	\$7,500	7,500.00