

Hanna Community Development Project

Final Report

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Cover image: Hanna's east monument sign along Highway 9

Acknowledgements

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Table of Contents

Table of Contents	5	Community Streetscape Engagement Results	40
Context Review, Site Inventory, Analysis, and Observations	7	Signage and Wayfinding Engagement Results	42
Introduction	8	Lessons Learned	46
<i>Background</i>	8	Engagement and Design	46
<i>Town profile</i>	8	Main Street Development Plan.....	47
Landscape context	9	Introduction	48
Planning context	11	<i>Vision</i>	48
<i>Introduction</i>	11	<i>Design Overview</i>	49
<i>Planning context review</i>	11	Site Furniture for Main Street Gathering Areas	50
Site analysis context	16	<i>Main Street Gathering Area Example</i>	53
Site Inventory, Analysis, and Observations	17	Main Street Infrastructure	54
<i>Introduction</i>	17	Site Elements for Main Street Character and Safety	56
<i>Placemaking</i>	17	Mid-block Crosswalks	61
Beautification	18	Main Street Design	62
Gateways	22	Main Street Storefront Design Guidelines	68
Amenities	24	<i>Background</i>	68
<i>Streetscapes</i>	25	<i>Design Context</i>	68
Connectivity	28	<i>Vision</i>	68
<i>Signage and Wayfinding</i>	29	<i>Guidelines</i>	69
Directional Wayfinding Signage Strategy	29	Community Development Plan.....	71
Town-owned Point of Interest Signage	29	Introduction	72
Lighting	30	<i>Vision</i>	72
Engagement: What We Heard	31	<i>Design Overview</i>	73
Community Engagement	32	Community Streetscapes	74
<i>Engagement Materials</i>	32	<i>Community Intersections</i>	74
<i>Engagement Components</i>	33	<i>Community Sidewalks</i>	76
Main Street Engagement Results	34	<i>Community Street Light Improvements</i>	77

Seniors' Amenity Areas.....	78	<i>Standalone Sign</i>	103
<i>Seniors' Amenity Zone</i>	79	Type 1 solid base standalone	103
Site Elements	79	Type 2 wood post standalone sign	103
<i>Seniors' Amenity Route</i>	81	<i>Wall Sign</i>	104
Site Elements	81	<i>Locations</i>	104
Proposed Location.....	83	Directional Wayfinding	105
Community Gathering Spots	86	<i>Design Considerations</i>	105
<i>Site Elements</i>	86	<i>Wayfinding Signs</i>	105
Hanna Lodge Walking Loop	89	Wayfinding Design Guidelines	108
<i>Site Elements</i>	89	<i>Guidelines</i>	108
Community Design Guidelines.....	91	Implementation and Recommendations	109
<i>Guidelines</i>	91	Introduction.....	110
Signage and Wayfinding Development Plan	93	<i>Organization Development: positioning for growth</i>	110
Introduction.....	94	Main Street Implementation Plan.....	111
<i>Signage Hierarchy</i>	94	<i>Process</i>	111
<i>Design Approach</i>	94	Community Streetscapes Implementation Plan.....	113
Entrance.....	95	<i>Process</i>	113
<i>Discussion</i>	95	Signage and Wayfinding Implementation Plan	114
<i>Design Considerations</i>	95	<i>Process</i>	114
<i>Town Entrance</i>	98	Implementation Considerations	115
<i>Downtown Entrances</i>	102	<i>Future Considerations</i>	115
Town-owned Points of Interest.....	103	Appendix	117
<i>Design Considerations</i>	103	Background.....	118

Context Review, Site Inventory, Analysis, and Observations



Introduction

Background

In December 2020, the Cactus Corridor Economic Development Corporation, (CCEDC) commissioned a series of projects to be completed within the Town of Hanna, Village of Youngstown, and Special Areas 2 and 3. 818 studio is implementing the Hanna Community Development project in conjunction with Paul Conrad of Paul Conrad & Associates (the consulting team). The high level goal for the project is the revitalization of Hanna’s public spaces.

The consulting team is guided in its work by stakeholders and organizations within each community. In the case of the community development project for Hanna, the terms of reference directed the team to provide the following.

1. Development Planning Document: to identify the design and development of the entire community with a focus on the entire urban environment.
2. Main Street Planning and Infrastructure Document: as a part of the development concept, a focused plan (including any needed infrastructure costs) for Main Street revitalization, which will work with existing property owners to partner on concepts such as mixed residential and commercial spaces, benches, and boulevards.
3. Signage Design and Replacement: included in the plan and concept will be cost estimates for replacement and/or upgraded signage throughout the community (as well as entrances to the town) to provide a consistent visual look and appeal for people from in and outside of the municipality.

The context review, site inventory, analysis, and observations section was developed within the bylaw and policy framework of previously commissioned plans and studies by the Town of Hanna, CCEDC, and Special Areas.

In the summer of 2021, CCEDC was rebranded as Harvest Sky Region Economic Development Corporation. As the official launch has not yet occurred, all references in this report will be to CCEDC.

Town profile

The Town of Hanna is located in the Palliser Economic Partnership (PEP) region of Alberta. PEP is a regional alliance of communities and agencies in southeastern Alberta that work together to enhance the area’s economic well-being. Located near the junction of Provincial Highways 9 and 36, Hanna has a trading area population estimated at over 10,000 people. Amenities within the town include a hospital, seniors’ lodge, schools, and numerous commercial businesses. Hanna’s population in 2016 was 2,556.

Hanna is located in Special Areas No. 2, and together with the Hanna Learning Centre and the Village of Youngstown, all are partners in the CCEDC. The CCEDC focuses on economic development for its member municipalities.

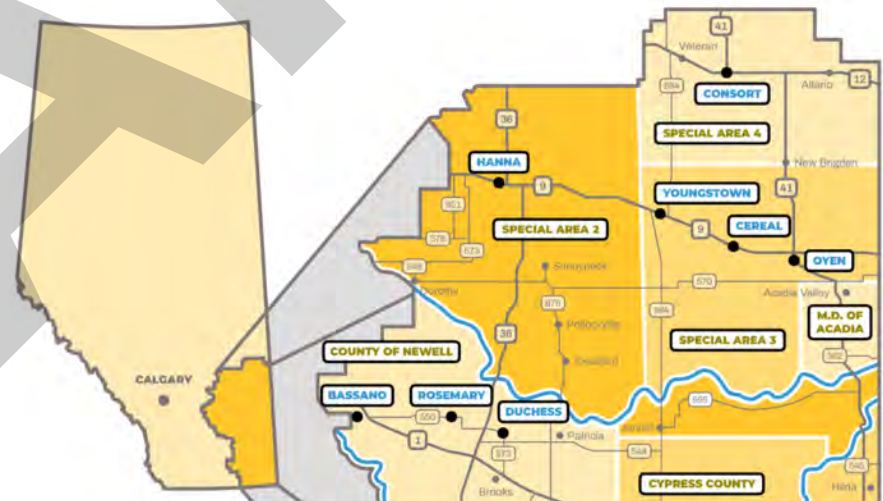


Figure 1. Map showing Palliser Economic Partnership and Special Areas (map from PEP website)

Landscape context

Geographic context

The Town of Hanna is about two and a half hours east of Calgary, about one hour from Drumheller. It is located on Highway 9, just west of the Highway 36 high load corridor, and is part of the Eastern Alberta Trade Corridor. Hanna is located in Special Area 2 and is part of the Cactus Corridor economic Development Corporation.

Hanna is located just north of Highway 9 and has two entrances from the highway: Pioneer Trail at the east side and Palliser Trail on the west side.

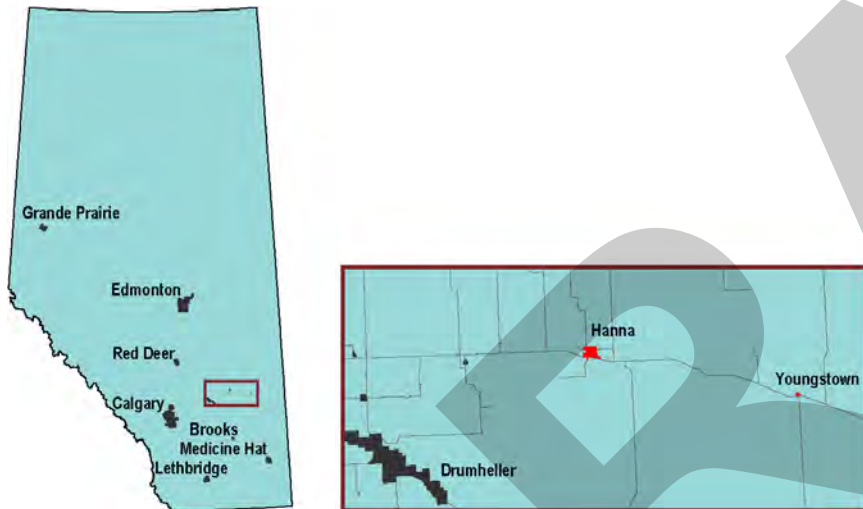


Figure 2. Hanna is located northeast of Calgary and southeast of Red Deer

Hanna's Main Street is located along 2nd Avenue West in the two blocks between 2nd Street SW and Centre Street.

Demographic context

The median age for the Town of Hanna is approximately 44 years, is higher than the Alberta average of 36 years and Canada's 39.8 years. There is as well a skewing of the population within the older age cohorts with those 65 years of age or older making up 16.7% of the population.

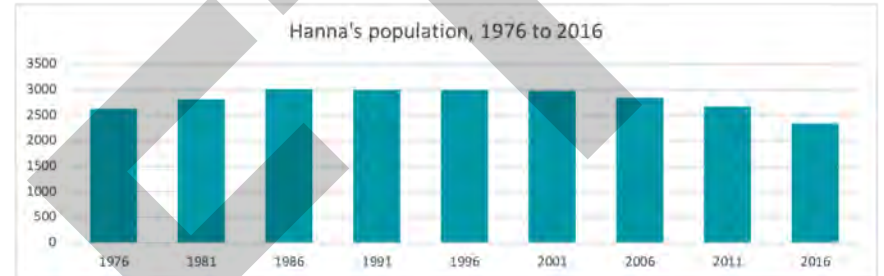


Figure 3. Population changes over time in the Town of Hanna (data source: Statistics Canada)

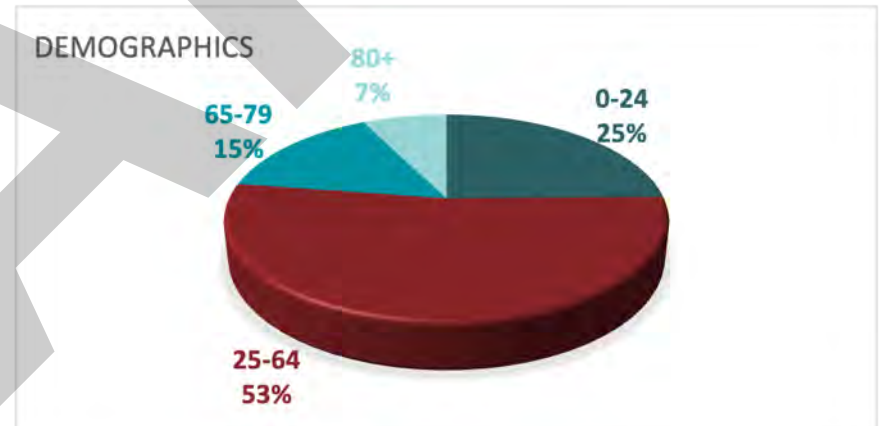


Figure 4. Hanna's demographics in 2016 (data source: Town of Hanna data on Townfolio)

Land use context

Hanna's Land Use Bylaw No. 967-2012 is intended to regulate and control the use and development of land and buildings to achieve orderly land use and economic development.

Land use is divided into 13 districts as shown in figure 5.

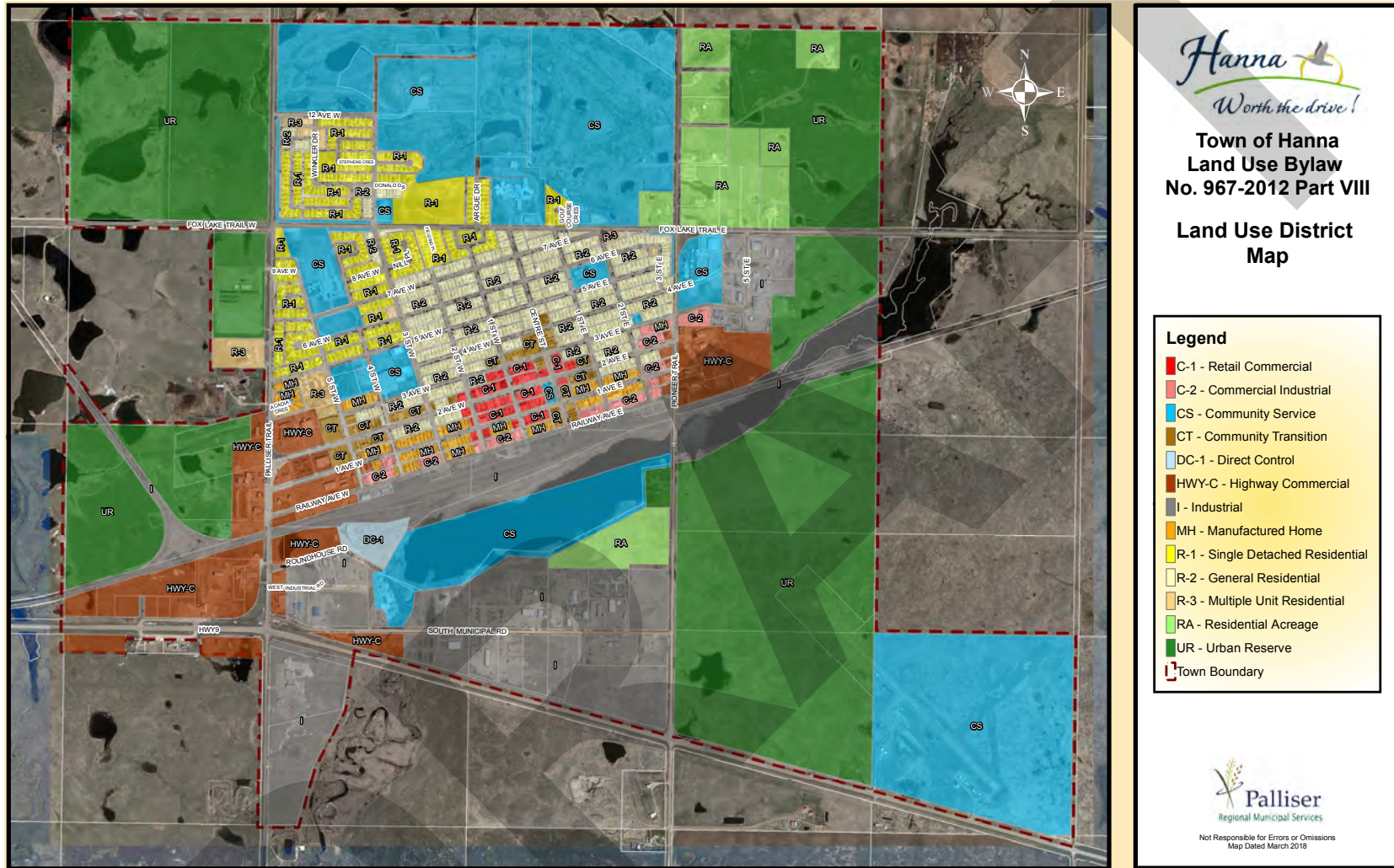


Figure 5. Land use district map (source: Town of Hanna Land Use Bylaw)

Planning context

Introduction

Several key studies have provided the CCEDC region with a foundation for the Hanna community development project. The studies have created a basis for discussion and action relating to growth, community values, and needs. These all relate to development opportunities, funding challenges and models of governance. It is noteworthy that these documents provide background and direction to the CCEDC, the Town of Hanna, Village of Youngstown and Special Areas as primary stakeholders that will influence the decisions they make and direction taken. This asset-based approach to economic development connects each community within the Cactus Corridor region to their strongest local assets and resources. This process, beginning in 2016 with the Asset Mapping and Opportunities Study, has empowered communities to recognize their local resources and assets to create development plans that will build upon the strengths within their community.

Planning context review

Two broad aspects to context will influence the degree of success in bringing forward the Main Street, streetscape, and signage plans.

The first is:

Decision makers and the community must work together collaboratively to implement revitalization projects.

The second is:

The community expects outcomes that are implementable and reflect the consensus priorities of recently completed reports, studies, and plans. Revitalization success will depend on municipal base level capital investment and operational expenditures.

The three plans developed through this project, Main Street, Streetscape, and Signage/Wayfinding, will become the implementation plans for asset development within the region. Superseding documents presented in this section are current and have been tailored to support regional development within the municipality.

The Impact of the Closure of the Sheerness Mine and Sheerness Generating Station (Impact Study)

Prepared for the Climate Change Strategy Task Force, 2016

Summary of highlights

Upon receipt of the Climate Leadership Report in 2015 the Alberta Government introduced its Climate Leadership Plan. Among other things the Plan calls for the accelerated phase out of coal-fired electricity. The Sheerness Mine / Sheerness Generating Station are directly affected. The CCEDC on behalf of the community and region moved quickly to identify, clarify and assess the scope and breadth of potential impacts expected to accrue as a consequence of closure of these facilities. Urban Systems was retained to assist in the effort. Public and stakeholder engagement included 77 local citizens over 3 open houses, 27 stakeholder interviews and 485 surveys representing 17.2 % of the adult population in the region.

The focus of the study was to answer two fundamental questions:

1. What social and economic differences will accrue to those enterprises, citizens and communities as a consequence of the Sheerness Mine and Generating Station?
2. How significant and far reaching will the impacts be?

The following diagram in figure 6 is the executive summary from the report.

THE IMPACT OF THE CLOSURE OF THE SHEERNESS MINE AND SHEERNESS GENERATING STATION

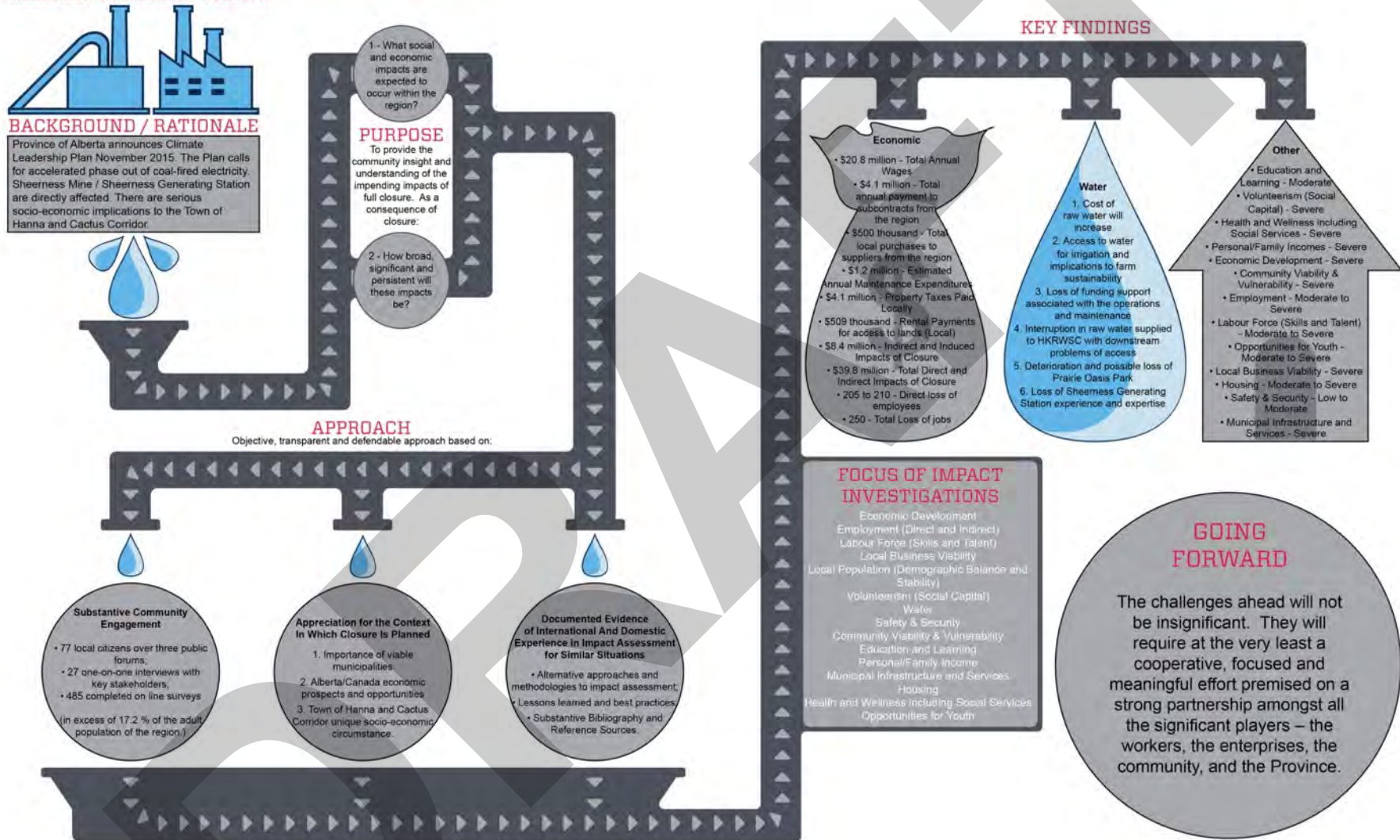


Figure 6. Impact of the Sheerness closures (pages 8 and 9 from *The Impact of the Closure of the Sheerness Mine and Sheerness Generating Station*, 2016)

Collectively the evidence confirmed that in the absence of any substantive support to cope with the myriad of issues associated with closure for the citizens and enterprises within the Town of Hanna and CCEDC, the incidence and persistence of social and economic impacts will be essentially problematic, painful and persistent. Those impacts of specific concern include: local business viability, health and wellness, personal family incomes, community sustainability, social capital, housing, and municipal services and infrastructure.

Going Forward

Addressing these challenges will require the cooperative, focused, and meaningful partnership between the community, municipality, private enterprise, and the Province.

The Impact Study and its outcomes provided the basis and impetus for the development of the CCEDC's and the Town of Hanna's Tactical Plans.

Asset Mapping and Opportunities Study

Prepared for the Hanna Climate Change Strategy Task Force and CCEDC, 2017

Summary of highlights

The Asset Mapping and Opportunities Study provides insight as to how the region might realistically move forward by building on local assets and capitalizing on credible opportunities. The asset mapping considered assets within seven key categories: natural, human, healthcare, recreation, political, financial, and built. The investigations identified nine development opportunities: renewable solar and wind energy, natural gas energy, aging citizen care business, tourism product development, public market, Cactus Corridor brand in food production, adult education, and bringing enterprises back.

The study identified the immediate priority of developing a transition plan, and concurrent with this recommended formalization of activity in the following areas: change management, regional collaboration, business friendly environments, community-based finance, workforce training, business retention and expansion, and entrepreneurship.

The Way Forward (Tactical Plan)

Prepared for the Hanna Climate Change Strategy Task Force and CCEDC, 2020

Summary of highlights

The Way Forward is a tactical strategy for CCEDC that has as its motive addressing substantive initiatives that have arisen from *The Impact Study of the Closure of the Sheerness Mine and Sheerness Generating Study* and *the Asset Mapping and Opportunities Study*. This strategy is divided into 13 sections that address by sector the kinds of actions that would support a response to the closure of these industries. This includes an introduction outlining a goal of attracting new residents to the area and provides specific recommendations in the areas of: agriculture, business readiness, education, entrepreneur support, housing and homes, target demographics, quality of life and amenities, downtown and community revitalization, infrastructure, grants, marketing, and messaging.

Overall, the Tactical Plan recommends a shift in mind set from one of a governing entity to that of a for-profit entity. This means making business deals that are not necessarily characteristic of a governing entity, taking on risk, and providing customer service to a high level.

The following recommended actions relate specifically to the Hanna community development project.

Business Readiness - create community master plans so people know what the community is like and what it will become over the years. This can and should be used to attract business investment and people who want to live in those communities.

Housing and Homes - Expand Fox Lake Campground and new campgrounds. Increasing the amount of people staying in the area means opportunities to draw them into the communities in the region. Create permanent RV campgrounds to increase community populations on a seasonal basis. Repurpose vacant lots and subdivisions.

Quality of Life and Amenities –

- Showcase all recreation facilities and amenities.
- Develop a Fox Lake skate path.
- Develop a skate park for skateboarders and BMX riders.
- Expand Fox Lake Retreat (a private sector resource iconic to the region).

- Develop alternate methods of getting around in the community (golf carts are a novel idea).
- Create a nature walk map for visitors and residents.
- Revitalize the downtown by mixed use developments.
- Upgrade Hanna's golf course and club house.

Downtown and Community Revitalization - Development of a storefront improvement program.

Infrastructure: A Sense of Place –

- Develop community and downtown master plans.
- Develop streetscape and storefront design guidelines
- Enhance the pedestrian experience
- Create unique art installations
- Develop a creative signage program.

CCEDC Strategic Plan on a Page

Prepared by the CCEDC, 2020

Summary of highlights

This concise Strategic Plan reflects a resilient organization prepared to overcome obstacles through perseverance and collaboration. They believe their natural resources, modern infrastructure and innovative people position them well for attracting increased industry and business. Increased and innovative investment in the regional economy will be supported by robust service and transportation nodes in reaching new markets while building an enduring prosperity.

Vision - Prosperous communities cooperating to leverage our resources and our resiliency into future growth and enduring prosperity.

Purpose - To identify, pursue, and attract businesses and investment to match our resources and assets, and find new ways to support and foster growth of those businesses and industries already a part of our regional economy.

What We Value - Collaboration, economic growth, innovation and technology, agriculture, our people.

Priorities and Objectives - Data collection; building the asset base; branding, marketing and connecting

Town of Hanna Strategic Plan

Prepared by the Town of Hanna

Summary of highlights

This concise three-page Strategic Plan identifies a background of community assets and provides for a vision, purpose, values, priorities and objectives

Vision - A community cultivating an unparalleled quality of life through technology, agriculture, and lifelong learning.

Purpose - To intentionally design an innovative agricultural community for families to live well throughout the region.

The following is a list of the values that the Town of Hanna holds.

Agriculture - Celebrate the history, embrace its evolution and the growth opportunities it creates.

Education - Endeavour to connect the entire system from Kindergarten to post secondary to community building initiatives and economic opportunities.

Technology - Priority of adapting, adopting and incorporating technology into every aspect of the community.

Business - Entire community working together to grow economic opportunities and enhance community's quality of life.

Collaboration - Working together to enhance capacity for growth, create prosperity and market quality of life.

Priorities and Objectives - Hanna needs to create a Community Master Plan ... what it will become so its resources and investments are done with a focus to deliberately creating a community.

Growth Focused - Marketing strategy, bylaws, heritage trade school, retire to Hanna.

Infrastructure Focused – Main Street themes and aesthetics, livestock hub facility, recreation facilities, repurpose old buildings

Quality of Life Focused - Youth engagement plan, activities growth plan, beautification initiatives, community volunteer summit.

Municipal Development Plan (MDP)

Bylaw No. 968-2013

Summary of highlights

Hanna's MDP is two volumes, the first containing background studies and issues, the second policies. The purpose of the MDP is to establish a statutory statement of goals and objectives for development and to outline strategies for achieving them. As the adopted statutory MDP, the policy statements contained in volume 2 serve as the basis for principal land use activities. These policies provide a broad framework for future land use planning and development, and serve as a guide for planning and managing growth.

Designs and recommendations made in each of the development plans support the MDP and specific policies are identified in the appropriate section.

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Site analysis context

The site inventory, analysis, and observations information is presented in four sections: landscape context, placemaking, streetscapes, and signage and wayfinding. As urban design language might be unfamiliar to readers, some of the concepts and ideas are explored here.

Placemaking

The term **placemaking** refers to designing public spaces to express the community's identity. Important placemaking elements include the following.

- Create interesting spaces that attract people.
- Base design decisions on what the community needs.
- Work within the context of the adjacent buildings and amenities.
- Work to achieve the community's vision for public spaces.
- Strategically place amenities to encourage social interaction.

Sense of place is a related term that refers to the identity of a space, place, landscape, building, street, etc. It refers to the feelings or emotions that are felt when the space is entered or experienced. For example, a space can make a visitor feel relaxed, cozy, anxious, or overwhelmed. Public space placemaking projects typically reflect and magnify the identified sense of place of a community, as that is one of the things that makes the community unique.

Placemaking typically involves the design and construction of a space. Some of the language used to guide placemaking design includes:

- identity and themes
- active transportation
- gateways
- user amenities

Beautification is similar to placemaking in that its goal is to create an attractive space. It is the scale of the project that is different: beautification targets elements in a space, rather than the whole space itself.

Tactical urbanism refers to small placemaking projects that are thought up and implemented by community members. These projects can tap into volunteer support that might otherwise be difficult to obtain as they have a short timeframe.

A **gateway** is a corridor that announces the approach of a new landscape/place and defines the arrival point (town) as a destination. The gateway creates a sense of arrival and positive perception. A sequence of elements is used to create identity and contribute to the sense of arrival.

Streetscapes

The idea behind redeveloping the streetscapes is that an attractive setting promotes activity.

The pedestrian environment is influenced by the materials on the ground, the vegetation, whether there is shade or protection, how far one can see ahead, etc. Streetscapes extend from building edge to building edge and include street trees, sidewalks and curbs, roadways, and seating areas.

The appearance of the buildings on either side of the street greatly influences the attractiveness of a streetscape. Buildings that are in good repair and active (i.e., open to customers or employees), and have windows and doors that link the inside with the outside, contribute to an active streetscape.

Signage and wayfinding

Visible and readable signage welcomes and informs residents and visitors. Good signage helps to define an identify for a place both visually and through the information it conveys.

It is important to think comprehensively about identity, information, and direction when coordinating signage, maps, and lighting. Together, these wayfinding elements become more visible, clear, and legible when they resonate within the local context.

Signage and wayfinding plans have a hierarchy, referring both to the size of the sign and the information it contains. Signs on the highway need to be legible at 70-100 kilometres an hour, while signs within the community can contain additional information to be read from a slow-moving car or by a pedestrian.

Site Inventory, Analysis, and Observations

Introduction

This section presents the current status of the streetscapes and public spaces in Hanna.

Information was gathered through site visits, conversations with residents, Town Administration, Town Council, and desktop mapping reviews of data, including GIS data provided by Palliser Regional Municipal Services.

The information is categorized based on the information that will be required in the three plans:

- placemaking (including beautification, gateways, and amenities)
- streetscapes (including connectivity)
- signage and wayfinding (including lighting)



Figure 7. Elements like this public art recognize that Hanna's agricultural history contributes to its sense of place

Placemaking

It is apparent that effort has been put into making Hanna's downtown an attractive and comfortable place. Benches are available in front of many businesses, there are wooden planters and half barrel planters scattered along Main Street, murals brighten up windowless walls, and Legion Park offers shaded benches and picnic tables.

Spaces throughout the town also convey important information about Hanna's identity. The parks are well-kept and provide benches, shade trees, and contain memorials and elements that convey a strong sense of pride in the community.

The placemaking section considers the topics of beautification, gateways, and amenities. All of these elements contribute to Hanna's sense of place or identity.

Hanna's identity

The Town of Hanna recently changed the look of its brand. However, a full-scale rebrand has not happened, nor is one planned. The idea is a "soft" rollout; to change over to the new brand when items reach the end of their lifecycle and require replacement.

Although the Canada goose is no longer on Hanna's brand, the goose sculptures remain, reminding visitors of the town's environmental context under a major flyway.



Figure 8. Canada goose on the east side of Hanna

Beautification

Planters

Wooden planting boxes are present in several locations along Main Street. The boxes are two-tiered for creating some height with summer plantings. During the mid-winter site visit they appeared to be empty of vegetation (except the one that contained a hay bale). The inclusion of evergreens or vegetation that maintains its structure in winter (e.g., ornamental grasses or shrubs) could enhance the four-season interest of the planting boxes.



Figure 9. Unique shape of the planter boxes adds a bit of winter visual interest

Half barrel planters are also found along Main Street as well as in some of the parks in other parts of the town.



Figure 10. Half barrel planters are present in a few locations along Main Street

One planter box looks to have been constructed to protect the young oak tree

planted there. This box has a different style than the others.



Figure 11. Small wood frame box to protect the tree

Some antiques dot Main Street, adding a historic feel.



Figure 12. Examples of half barrels with winter interest along Main Street

Benches

A variety of benches along Main Street invite passersby to rest, socialize, and people-watch, making downtown a more inviting place to be. Each bench has its own unique character, adding interest to the identity of the downtown.



Figure 13. Metal bench with painted seat and half barrel planter at the Main Street Barber Shop



Figure 14. Live edge wooden bench with decorative metal base in front of the

Tipsy Cow Bar



Figure 15. Decorative metal benches with half barrel planters in front of the Netago building



Figure 16. Sheltered and inviting space created in front of the Special Areas Board office

Murals

Murals provide visual interest and create the feeling of activity in an otherwise blank wall. Murals are found throughout Hanna’s downtown area. The building on the southeast corner of 2nd Street and 2nd Avenue displays a “welcome to Hanna” greeting and appears to mark the west end of the downtown’s commercial buildings.



Figure 17. Murals on the building on Main Street at 2nd Street West

The Union Bank of Canada building includes murals in the windows on the second floor, inspired by a bit of history or perhaps folklore.



Figure 18. Windows murals on Union Bank building



Figure 19. Mural on the side of the Hanna Funeral Chapel on Main Street



Figure 20. Mural celebrating agricultural roots on 1 Street West

History

Including elements that reference a community's history is a great way to express sense of place. The existing murals contribute information about Hanna's history. Some businesses' signs also convey a sense of history, for example through the choice of language, lettering style, or embellishments.



Figure 21. The style of the flower design is reminiscent of olden time graphics



Figure 22. The style of the text (font) was popular in signs of a century ago

Trash cans

Blue trash cans are affixed to posts throughout the downtown, making it easier for people to eat in public and be able to deal with their garbage. The cans are powder coated metal and appear to be in good shape. The Town will need to consider whether to supplement the trash cans with recycling bins. Given the windy nature of the prairies, are covers needed to keep trash in the bins?

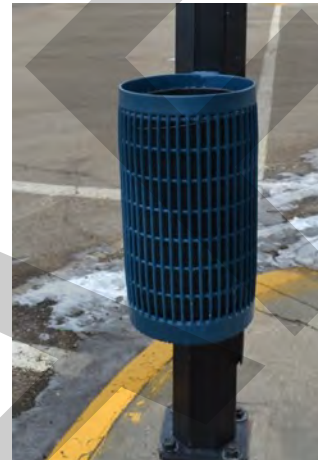


Figure 23. Trash can on Main Street pole

Gateways

As mentioned, a gateway is a sequence of views that announce arrival at a place. The Alberta Transportation signs contribute to the gateway experience by default of announcing the location and direction of the town, but they do not necessarily convey the uniqueness of Hanna. Gateway elements aren't necessarily signs to read, they can be sculptures, boulevard trees, etc.; vertical elements that are noticed and interpreted at highway speeds. The elements indicate arrival, and hint at the specialness of the place at which you are arriving.

Eight signs announce arrival in Hanna along Highway 9, from either direction. Several are Alberta Transportation signs that can be used to advertise businesses within the town. Alberta Transportation and Alberta Tourism, Parks and Recreation are assisting tourism attraction operators with sign installation or renewal fees under the Tourism Highway Signage Incentive Program (see <https://www.signupalberta.com/permitfee.html>).

The wooden “The Town of Hanna Welcomes You” signs that announce Hanna as the home of Nickleback are at the end of their lifecycle, being about 40 years old. The text is also difficult to read at 100km/hr. The sign at the east entrance was severely damaged by a wind storm in January 2021; the top half broke off but has since been repaired.

The wooden sign announcing the west entrance is accompanied by some trees and decorative vegetation. The vegetation makes the sign more noticeable and attractive to motorists and indicates that Hanna cares about its appearance.

The stone sign at Highway 9 and Palliser Trail includes a digital screen and appears to be in good condition. Although the logo is not Hanna's new brand, there is little to justify replacing the sign until it reaches the end of its life. The trees and evergreen vegetation provide all season interest, make the sign eye-catching for passing motorists, and hinting at the uniqueness of Hanna as a place.

The information displayed on the sign caters to local residents and announces upcoming events as well as due dates for Town services (e.g., taxes).



Figure 24. Gateway as experienced from Highway 9 westbound (images from Google Earth)



Figure 25. Gateway as experienced from Highway 9 eastbound (images from Google Earth)

From the east, the “The Town of Hanna Welcomes You” sign is placed in a bed of gravel, without accompanying vegetation to create a larger visual statement to draw motorists’ attention and indicate uniqueness of place. The text at the bottom of these signs is not large enough to be read easily at highway speeds.

The “Welcome to Hanna” sign on Palliser Trail north of Highway 9 (before the old railway tracks and after the Tim Horton’s) contains a town map as well as advertising signs. It appears that this sign was erected by the Chamber of Commerce. The faux bricks used as a backdrop for the sign are visually busy and do not read like bricks until one gets quite close to the sign. As a result, the sign conveys the impression that it is not well-kept, which is the opposite to its actual condition.



Figure 26. Business listings sign on Palliser Trail

As the sign encompasses over 20 smaller signs, it contains a lot of information. A lot of the material gets lost in the presentation, so its effectiveness at conveying information about local businesses is limited.

The map is quite small, and might require motorists to leave their vehicles to be able to read the legend.

A smaller sign directly to the south of the Chamber of Commerce business sign lists Hanna’s churches. The text on this sign is too small to be read when driving by.

The signs are located at the end of the pullout. During the winter, snow buildup on the shoulder makes it difficult for vehicles to get close. If the sign were to be replaced, it could perhaps be moved closer to the middle of the pullout so that motorists would feel safe exiting their vehicles to read the signs.

Amenities

Amenities are features that are visually and physically accessible to the public. Examples include parks, playgrounds, community halls, recreation facilities, and bike paths. Amenities increase the attractiveness of a space because they offer something extra for a visitor's comfort or enjoyment.

Recreational facilities including soccer fields, ball diamonds, and the pathway system are included in the scope of the Hanna Healthy Living Strategy project.

Amenities in the context of the Streetscape, Main Street, and Signage Implementation Plans include the downtown parks.

Parks

Hanna is fortunate to have two parks within the downtown that provide amenities for pedestrians, residents, and visitors: Legion Park and Memorial Park. The park beside the Legion provides shade through the site furniture, whereas Memorial Park contains large coniferous and deciduous trees. Both parks offer places for visitors to sit and enjoy a coffee, meal, or people-watch. Planting trees in the Legion Park would increase the amount of shade, increase the attractiveness of the park, and provide vertical year-round interest.



Figure 27. Legion Park provides shaded gathering opportunities



Figure 28. Hanna Memorial Park at the east end of the downtown commercial area

Streetscapes

Sidewalks and boulevards

The large majority of blocks have concrete sidewalks. Some of the residential blocks have boulevards between the sidewalk and the road containing grass and trees which provide a more pleasant walking experience.

A boulevard not only separates pedestrians from the roadway, it provides the opportunity to include shade trees and grass that contribute to a more attractive streetscape.

The sidewalks along Main Street vary in age. Some parts are in need of repair as they are uneven, posing a tripping hazard.



Figure 29. Uneven sidewalks pose tripping hazards for those with reduced mobility

On Main Street, there are no boulevards between the sidewalk and the roadway. The sidewalks are narrow, which makes socializing on the sidewalk difficult. Since the roadway is very wide, it appears there is opportunity to widen the sidewalks to improve the pedestrian experience, while still accommodating drive lanes and on-street parking.

Sidewalks in residential areas can create a more comfortable walking environment for the elderly and those with young children, as the need to look out for risks is lower than if they were walking on the roadway.

Within the residential areas, many of the sidewalks have integral rolled curbs (see figure 30). This type of sidewalk/curb combination eliminates the need for curb cuts at driveways and intersections. The complaint with this type of sidewalk is that the side-to-side cross slope that sheds water into the gutter is too high. The cross slope makes it difficult for wheeled mobility devices like walkers to maintain a straight direction of travel, tending to direct them toward the road.



Figure 30. Sloped curbs can direct wheeled mobility devices into the street if the sidewalk is also sloped

Main Street pedestrian environment

Active frontages are produced when a building interacts with the street. The interaction can be created by a shop or office door, windows with attractive displays, balconies on a second floor suite, etc. Active frontages can also be created by art or murals on walls that would otherwise present a blank face to the street. The idea behind active frontages is to create something interesting for pedestrians to do (e.g., go into a store) or something interesting to see (e.g., window display).

For the most part, the buildings on Main Street have active frontages. Newer murals are lively and fresh, and the older murals have aged really well. The benches are visually interesting and inviting. One can imagine annuals spilling out of the planters with bright colours.

Some of the buildings along Main Street require upkeep and repainting. The Town of Hanna has a program to assist property owners to pay for exterior improvements, called the Development Incentive Program (policy 2021-02).

The Town and local business owners might want to consider how the success of the recent murals can be used to transform other buildings along Main Street. Empty walls are highly visible to passersby and interrupt the attractiveness of the streetscape.



Figure 31. The side of the building emphasizes an empty lot along Main Street; a mural could improve visual interest



Figure 33. Buildings right against the sidewalk; windows, doorways, and signs that jut into the street; and decks provide visual interest



Figure 32. Buildings line the sidewalks, increasing perceived activity on the street



Figure 34. This nook has the potential to be an attractive gathering and seating area beside the sidewalk



Figure 35. Building frontages directly adjacent to the sidewalk create an appealing pedestrian experience

Trees

Street trees create a welcoming and comfortable space for pedestrians. Evergreen trees provide protection from wind and snow and create appealing microclimates in all four seasons. Deciduous trees provide shade in the summer months, visual interest with blossoms and changing leaf colours through the warmer months, and some have interesting bark textures or branching structures in the winter.

The current Main Street streetscape in the downtown does not facilitate street trees. There is not enough sidewalk space to accommodate either the root structure or the canopy.



Figure 36. Main Street streetscape is treeless

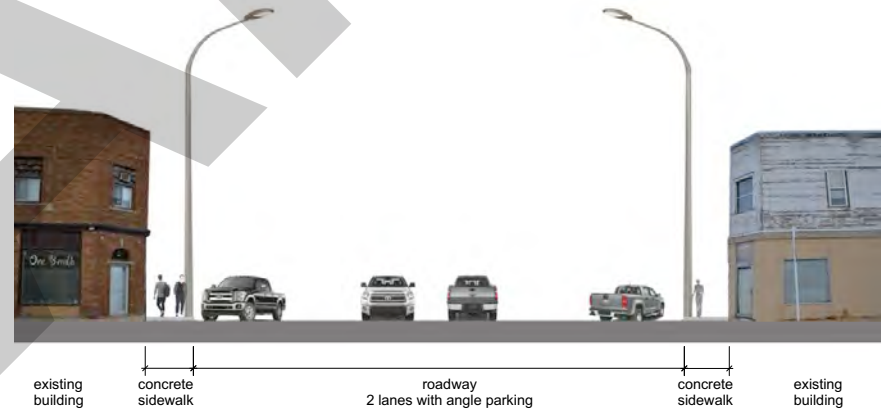


Figure 37. Schematic streetscape profile of Main Street showing priority for vehicles, limited space for pedestrians, and lack of street trees

Planting street trees along the downtown sidewalks will create a better-defined edge for the sidewalk, and provide shade in the summer. Brandon elm is a classic and attractive street tree and it has a vase shape which allows the clearances needed under the branches for pedestrians and vehicles. If the sidewalks were widened, elm could be planted within the sidewalk along the edge of the roadway, creating a canopy for both vehicles and pedestrians. Wider sidewalks or intersection bump outs could also accommodate small seating areas or planting beds.



Figure 38. Brandon elm is a hardy and adaptable shade tree native to North America (images from Eagle Lake Nursery website)

The Town of Hanna already has some regulations and policies relating to trees. Public Tree Bylaw (Bylaw no. 996-2018) regulates the planting, maintenance and removal of trees on Town property. The Adopt-a-Tree Program (Policy 2018-03) allows trees to be purchased by private individuals or groups which are then planted by Town staff. The donor is requested to water the tree for the first five years of establishment if it is located on a boulevard. The Town has compiled a Tree Planting, Maintenance, and Protection Manual to support the Public Tree Bylaw and the Adopt-a-Tree Program. These documents make it easy for residents to get involved in increasing the forest canopy within the town.

Planting trees in boulevards and parks throughout the residential areas creates not only a more comfortable pedestrian experience, but provides habitat for birds as well. The Town has created orchards in public spaces which provide

the additional benefit of providing fruit for residents who wish to pick it. The Town might consider expanding the number of orchards and providing online maps to let residents know when they can “harvest Hanna.”

Connectivity

The pathway connections through Hanna are being examined under the Hanna Healthy Living Strategy project. It is expected that sidewalks will be considered in that project as well, as sidewalks can be used to inexpensively bridge gaps in the pathway network.

Connectivity is also important to consider in terms of how a pedestrian gets from one point of interest to another. This can be explored in a wayfinding strategy. Figure 39 shows Hanna’s points of interest and sidewalk connections. It appears that the main residential area is well connected internally, but pedestrian connections are lacking to other points of interest. We are not implying that people need to walk to the airport! But it will be important to find out the key points of interest that residents and visitors might want to include in an active transportation strategy and those that should be included in the signage/wayfinding plan.

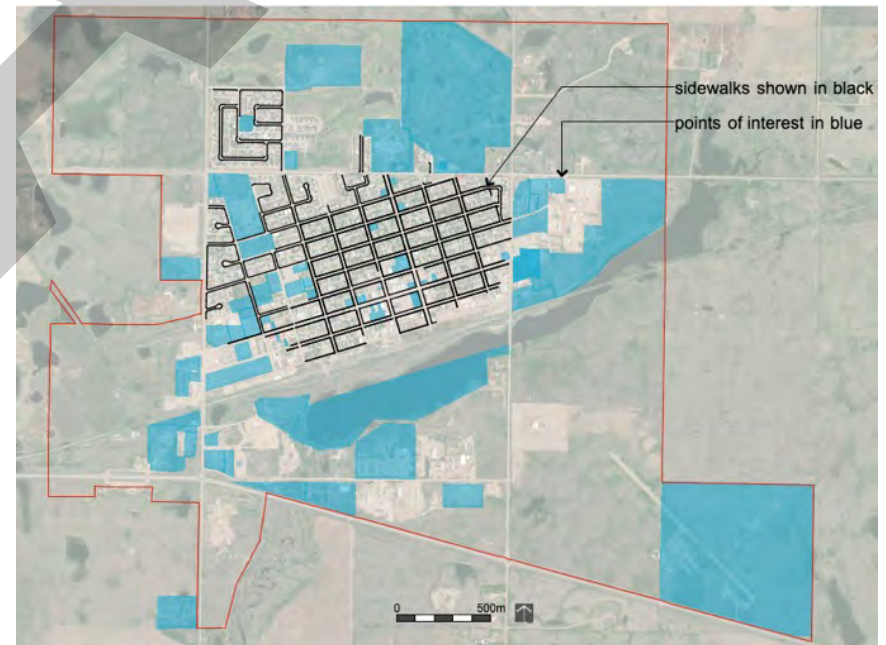


Figure 39. Points of interest within Hanna and connectivity by sidewalks

Signage and Wayfinding

Directional Wayfinding Signage Strategy

The town does not currently have a town-scale coordinated wayfinding strategy. Wayfinding strategies are used to make a place comprehensible and comfortable.

Some directional signage exists, for example the business district sign in figure 40. However, it does not seem to be part of a larger cohesive strategy. The language should also be standardized. Is it “downtown” or “business district?”

Wayfinding doesn’t have to be limited to the buildings along Main Street. Identifying important places, residences, or historical markers throughout the town can increase a resident’s or visitor’s comfort and familiarity.

The signs along Palliser Trail directing visitors to the downtown are small street sign blades and do not stand out from the visual background clutter.



Figure 41. Directional signage pointing to downtown does not stand out



Figure 40. Sign pointing to business district

Town-owned Point of Interest Signage

Town-owned facilities are not branded by a specific type of sign or cohesive visual identity. If facility signs are easily recognizable, people can orient themselves and find destinations quickly.

Lighting

There is not a pedestrian-scale lighting strategy in the downtown.

The overhead lights are intended to maximise illumination for traffic but they create shadows on the sidewalks in between the pools of light. These types of lights are too tall to create a comfortable pedestrian experience.



Figure 42. The lights on Main Street are not designed to create a comfortable environment for pedestrians

Memorial Park has lights that help to create an attractive pedestrian space, although they are still tall. The Town will want to consider whether to use the same lights in the downtown or have a different style to create a different “look.”



Figure 43. Pedestrian-scale lighting in Memorial Park (photo from Town of Hanna website)

It appears that only one park in Hanna contains pedestrian-scale lighting. Hector King-Hunter Pioneer Park has bollard lighting lining its pathway. This type of lighting is great for illuminating walkways, but would not be appropriate in the downtown.

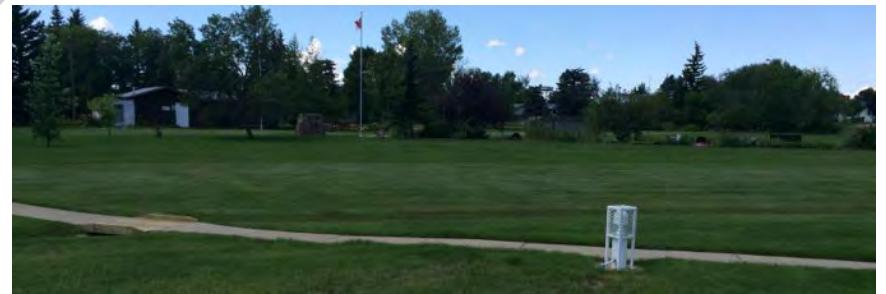


Figure 44. Bollard light at Pioneer Park

It is recommended that the lighting for wayfinding and placemaking be designed to preserve the dark sky

Engagement: What We Heard



Community Engagement

The objective of the engagement process was to get community input on the future “look and feel” of the Main Street, community public realm, and signage and wayfinding strategy. Public input ensures the solutions are “made in Hanna.” Including engagement in the development of the three plans provides the best opportunity for buy-in and ensures these implementation plans are sustainable decisions.

Success of the engagement process is dependent on three goals:

1. Main Street business owners perceive their input was considered in the final decision.
2. Community members feel their perspectives were heard.
3. Council understands the direct link between input and the final plans.

Discussions with Council, CCEDC and senior Town staff set the scope and direction of the engagement. The desired “look and feel” of Main Street was explored in addition to the overall desired identity for Hanna, see Figure 45.

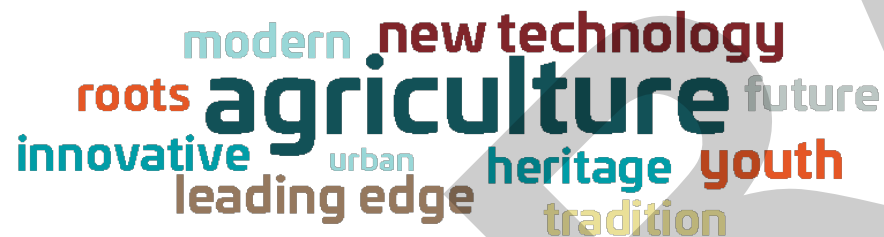


Figure 45. Interpretation of Council's ideas about Hanna's desired identity

After discussions with Council, Hanna's youth were invited to provide their perspective on Hanna's identity and how a gateway can contribute to a sense of place. The input provided by Council and the youth shaped the ideas proposed to the public during subsequent phases of the engagement process.

Engagement Materials

Streetscape options and ideas for Main Street were displayed on panels for discussion and feedback. The Main Street streetscape option with angle parking had its own panel and pictured elements like planters, street trees, pedestrian-scale lighting, and mid-block crossings so people could indicate preferred streetscape elements.

Site furnishing collections were presented and people were invited to indicate a preference for a certain style.

Community streetscape elements related to pedestrian safety, infrastructure, and boulevard type were pictured, and visitors asked to indicate preferences.

The engagement materials also included a panel inviting feedback on gateway locations. Another panel presented options for signage in each of three categories: monument, wayfinding, and Town-owned points of interest.

Not everyone wanted to indicate preferences by placing a sticky on the options provided, and some people selected more than one preference. Thus the numbers do not always add up to the same total.

Engagement Components

Engagement 1 – Downtown Business Owners

Businesses serving Hanna and surrounding area were encouraged to complete a survey to gather information about their participation in downtown business zone revitalization. The recently-approved Development Incentive Policy was used as a basis to direct their financial participation.

Respondents were asked to answer the survey based on the need and interest in storefront upgrades. Recipients were informed that their feedback would contribute to the Community Development Plan for the Town of Hanna.

The survey was conducted via email and telephone. Of the 38 businesses contacted, 7 participated in the engagement process providing a 20% response. This is a relatively low level of response. Feedback is considered as simply being the views and opinions of a select few in the business revitalization zone.

As a result of the engagement, two business owners submitted applications for funding under the Development Incentive Policy.

Engagement 2 – J. C. Charyk School

Students in grade 6 and the high school discussed urban design concepts and provided input on Hanna's sense of place, what they like best about Hanna, where the gateway to Hanna is located, and the gateway experience that would best communicate Hanna's sense of place to visitors.

The grade six students created 19 drawings of what Hanna's gateway should look like. The high school students provided over 50 written responses about sense of place, gateway concepts and location, and their favourite thing about living in Hanna.

Engagement 3 – Farmers' Markets

A booth was set up at the May 5 farmers' market as well as the first four markets in June. Over 165 people stopped by to look at the concepts, indicate their preferred options, and chat with Jennifer or Paul. Councilors and a former mayor were among the visitors, and a fair number of people came back a second time to ask questions and view the materials again (second visits are not included in the 165 visitors).

Engagement 4 – Storefront

The engagement panels were on display in a storefront beside the Post Office in June. The storefront was staffed two days a week for four weeks. Due to COVID restrictions, food and drink were not provided. About 34 people visited the storefront, and numerous others viewed the materials through the window.

Engagement 5 – Hanna Lodge

Due to COVID restrictions, the engagement panels were provided to the Hanna Lodge for the staff to set up and discuss with residents. About 20 residents and 7 staff members discussed the ideas and indicated their preferred options on the panels.

Main Street Engagement Results

Some concern was expressed about the source of funding for redevelopment; concern about taxpayers' dollars being spent on streetscape revitalization. A few residents commented that maintenance considerations should be considered in any redevelopment initiative, as there might be a need for the Town to purchase new equipment as result of changes to the streetscape.

"Hanna is a small town which makes it feel like it is home. People are friendly and welcoming. I would say I like the people of Hanna the best."

Main Street Streetscape

Most of the comments about the streetscape options pertained to parking. The majority indicated a preference for angle parking because it is perceived as an easier and safer way of parking. There was little support for eliminating parking on Main Street. The needs of elderly pedestrian must be considered in any streetscape revitalization.

Some residents expressed preference for wide sidewalks that can accommodate patio seating arrangements. Other residents thought this could be accommodated satisfactorily in the bump outs rather than widening the sidewalk along the entire block.

One Main Street business owner commented that patios cannot be placed in the back lanes, as those areas are dirty and dog owners don't clean up after their pets.

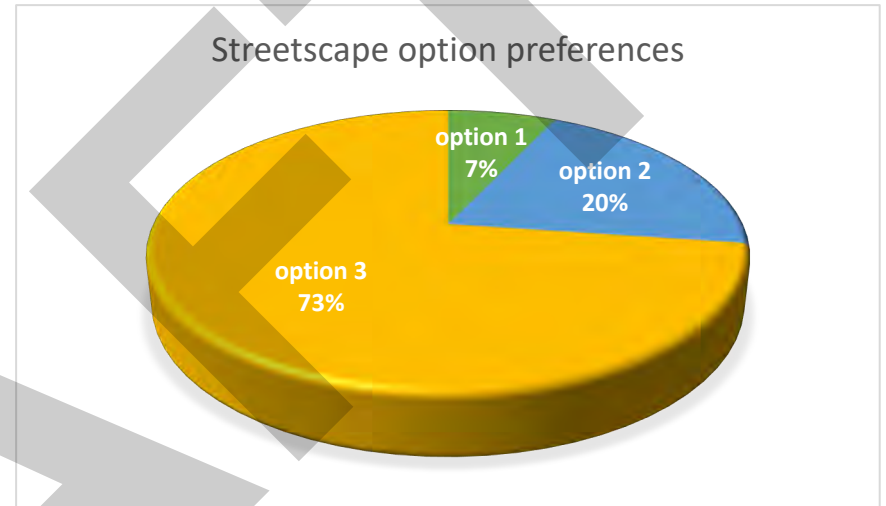


Figure 46. Nearly two thirds of people who expressed a preference chose option 3

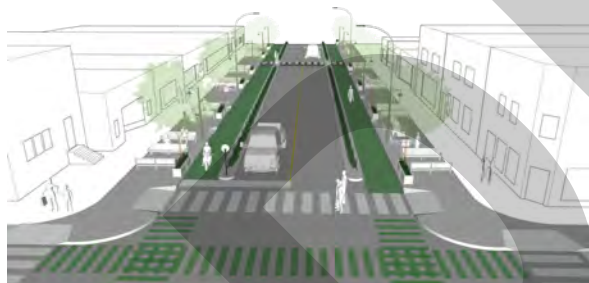


Figure 47. Main Street streetscape option 1

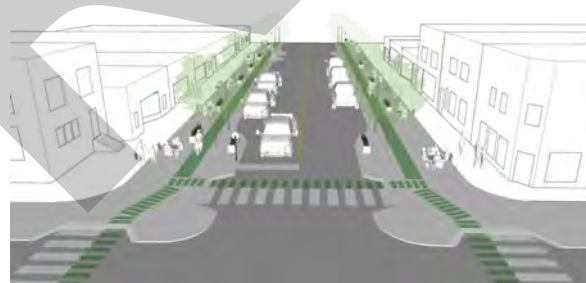


Figure 48. Main Street streetscape option 2



Figure 49. Main Street streetscape option 3

Main Street Streetscape Elements

Based on the preference for option 3 expressed at the May Farmers' Market, an additional engagement panel was created for the June engagement sessions. The streetscape elements contained within option 3 were presented for feedback.

Although there was not as much support for intersection bump outs as there was for gathering areas, it is not possible to have gathering areas along Main Street without additional sidewalk widths.

1 intersection bump out to increase pedestrian safety

2 gathering area with chairs, benches, tables

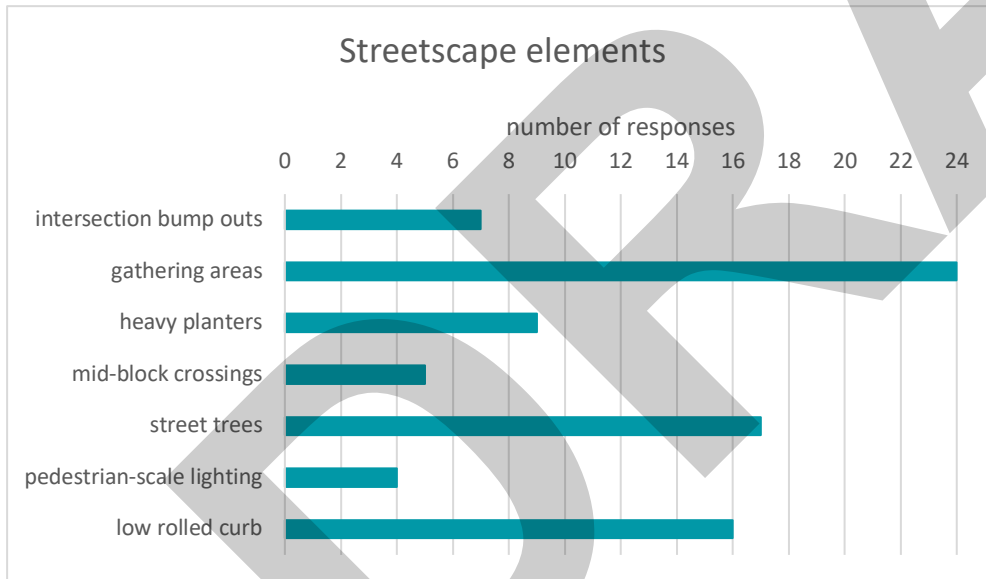
3 planters that mark edge of pedestrian space

4 mid-block crossing to increase pedestrian safety

5 street trees to provide shade and vertical interest

6 pedestrian-scale lighting for safety and comfort

7 low rolled curb to unify streetscape



Main Street Furniture Collection

Most respondents indicated a preference for collection A. Positive comments were made about the appeal of the streetlight, bench, and bike rack.

One resident commented that benches will require arms to help people stand up after sitting and resting.

A few comments were made about the need to have covered trash and recycling bins to protect the contents from snow, rain, and wind.

Residents also expressed support for the existing character benches, half barrel planters, and square tiered planters.

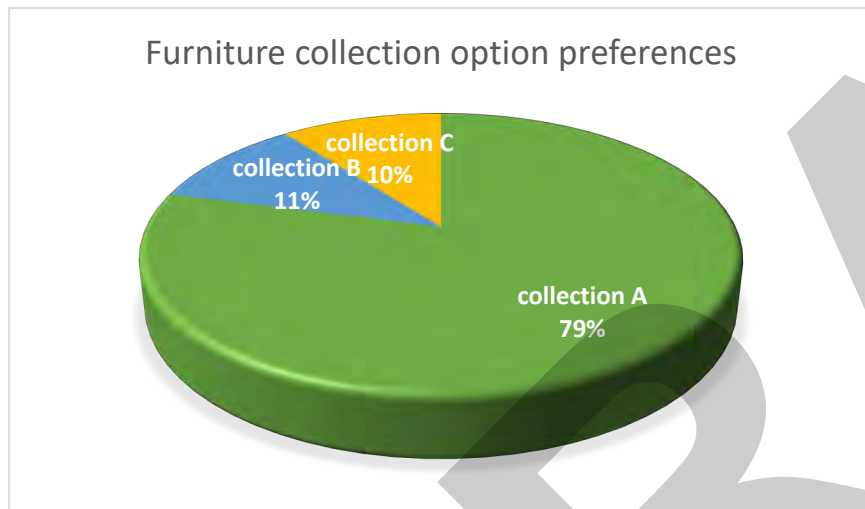


Figure 50. The site furniture in collection A garnered a majority of the votes

COLLECTION A



Figure 51. Site furnishing collection A

Main Street Look and Feel: seating

Although some people did not see the need to create a Main Street that would encourage social interaction, most residents confirmed the need for gathering spaces. The following charts summarize the preferences.

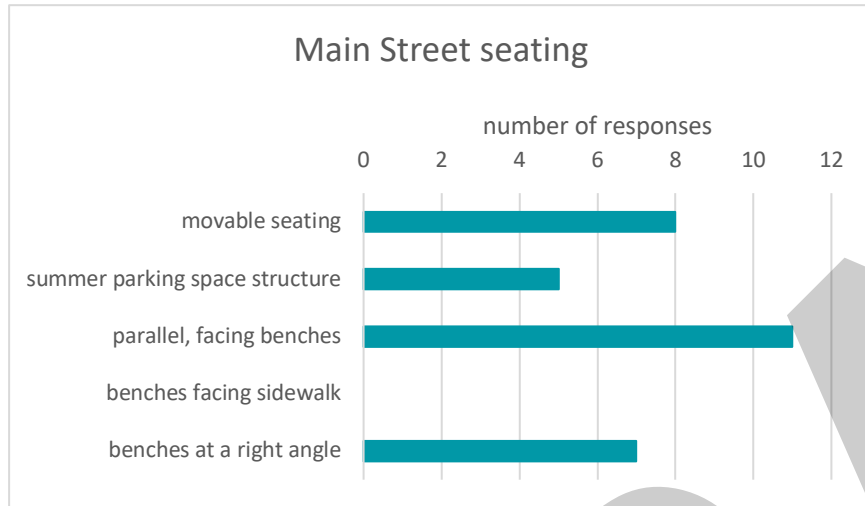



Figure 52. Preferences expressed for Main Street seating options

“The gathering areas need to be more sheltered. It’s no fun sitting in the wind.”

SEATING



I like this



I like this



I like this



I like this



I like this

Figure 53. Main Street seating options

Main Street Look and Feel: planting palette

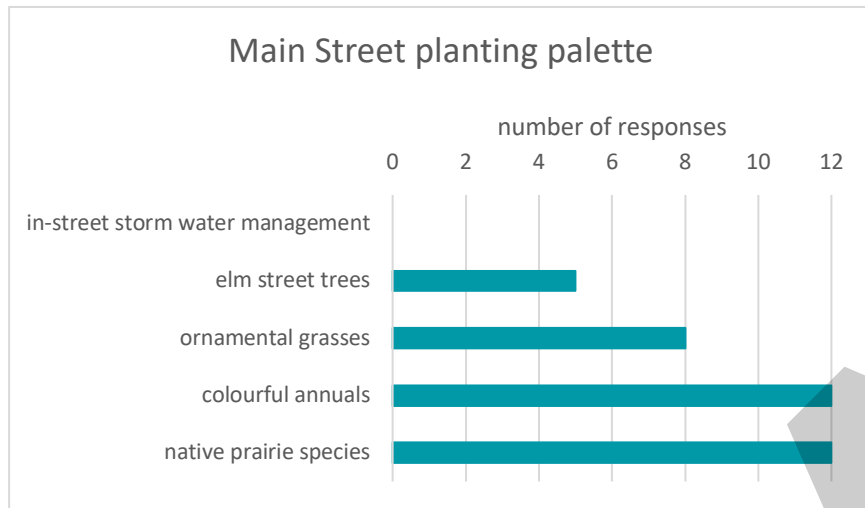


Figure 54. Preferences for Main Street planting palette options

“The Communities in Bloom team does a great job of making our community beautiful.”

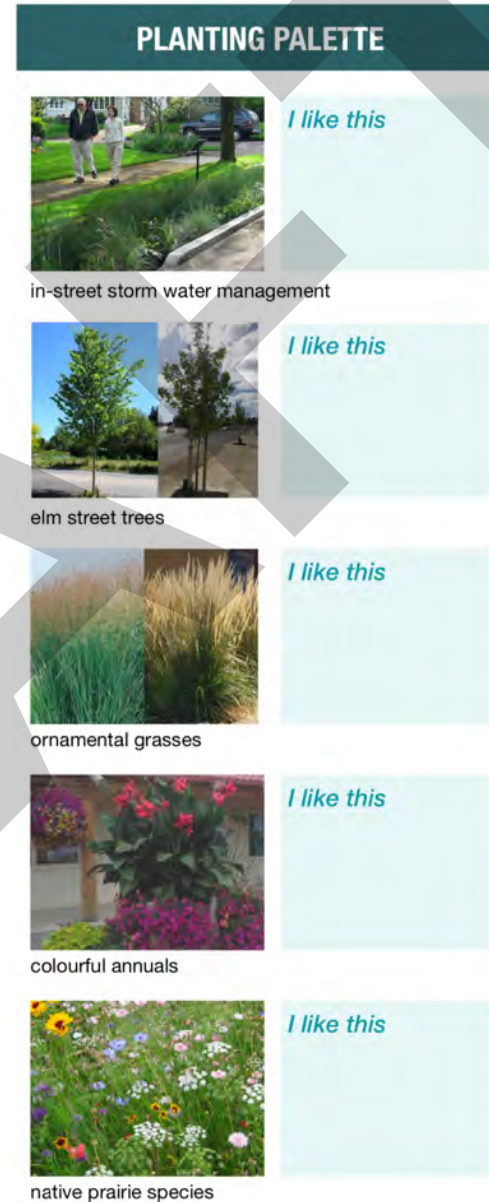


Figure 55. Main Street planting palette options

Main Street Look and Feel: trash + recycling

Residents were highly in favour of adding the option of recycling bins for refundable beverage containers along Main Street. One resident made the comment that the existing bins are too small and don't get emptied often enough. One resident raised the idea of having a place for refundables on the outside of the trash can so that they could be taken by bottle pickers.

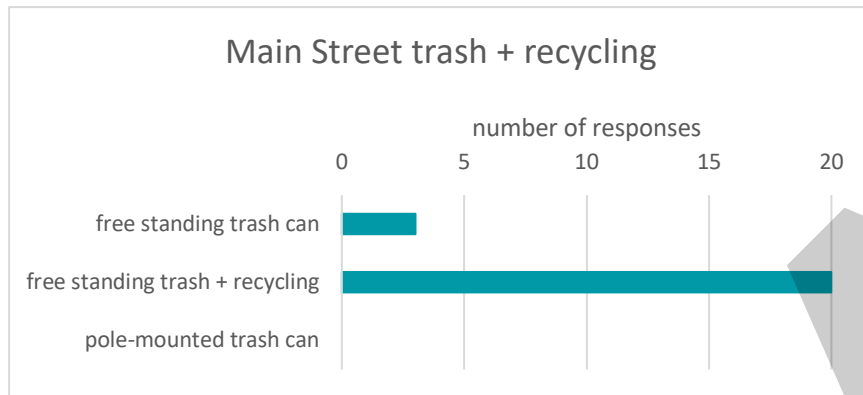


Figure 56. Preferences for Main Street trash and recycling options

Main Street Look and Feel: bike racks

One bike rider commented that she preferred the single racks outside store entrances because she didn't need to lock her bike; she just needed a spot to lean it, out of the way of pedestrians.

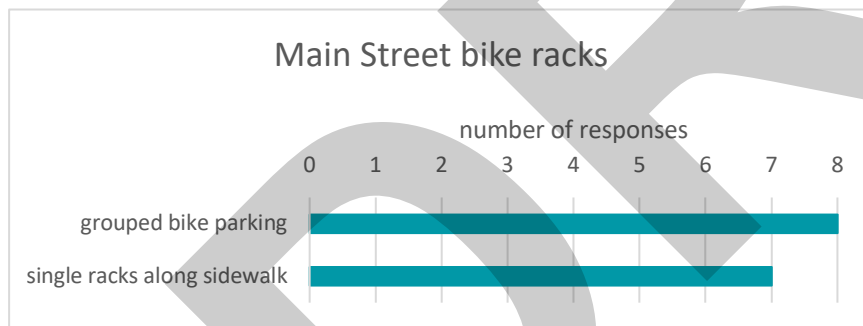


Figure 57. Preference for Main Street bike racks

Main Street Look and Feel: character

This question was intended to get feedback on the existing bench situation, which is a mix of styles.

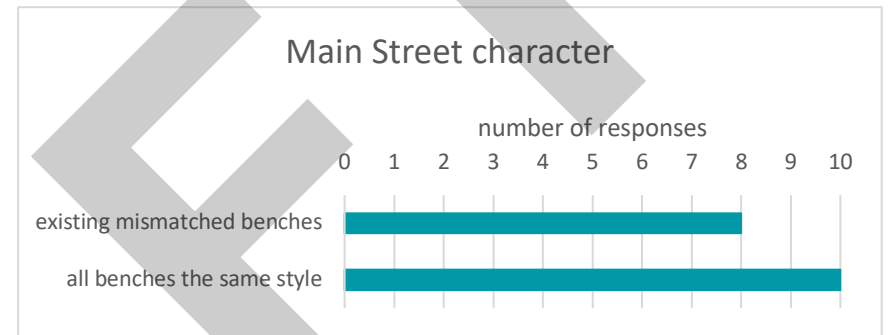


Figure 58. Preference for a cohesive site furnishing collection, or keeping with the existing mismatched benches style

Community Streetscape Engagement Results

Community Streetscape Look and Feel: pedestrian safety

One resident observed that in small towns, people are not as inclined to walk as a mode of transportation. To promote walking, design elements to improve pedestrian comfort should be implemented.

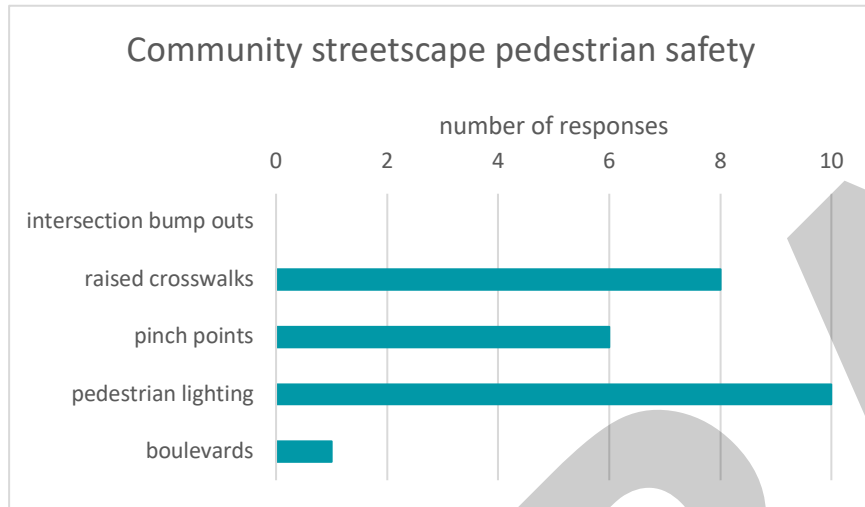


Figure 59. Preferences for improving pedestrian safety in residential areas

PEDESTRIAN SAFETY



I like this

intersection bump outs



I like this

raised crosswalks



I like this

pinch points



I like this

pedestrian lighting



I like this

boulevards

Figure 60. Community streetscape look and feel: pedestrian safety

Community Streetscape Look and Feel: infrastructure

Preferences for the physical layout of community streets were explored. Most people would like the existing standard of low profile rolled curbs to be retained.

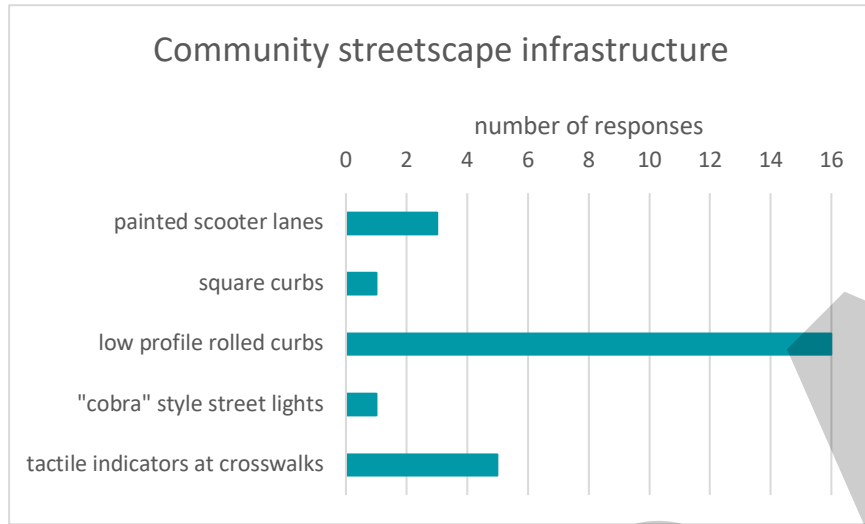


Figure 61. Preferences for community streetscape infrastructure

Community streetscape Look and Feel: boulevards

Residents expressed an interest in using boulevards for storm water management. However, this preference could be due to appeal of having an alternative to existing weedy grass conditions, and the assumption that the Town would maintain the bioswales.

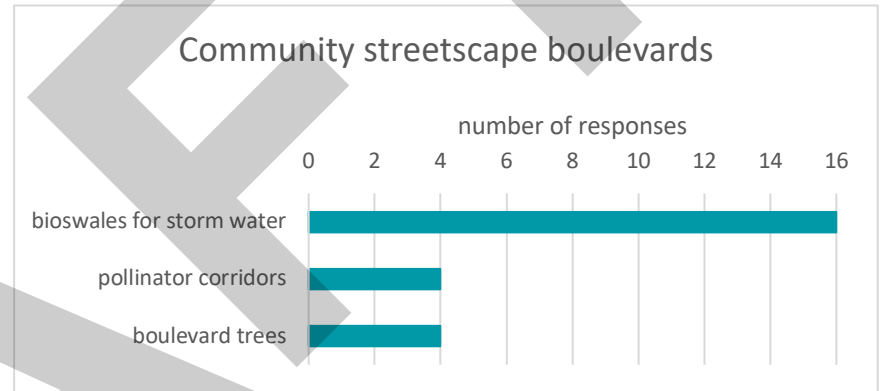


Figure 62. Preferences for boulevard treatments in community streetscapes

Signage and Wayfinding Engagement Results

Gateway Location

Compared with the other engagement panels, the gateway materials received less attention, less discussion, and fewer stickies.

The majority of respondents indicated that Hanna's gateway is at the intersection of Palliser Trail and Highway 9.

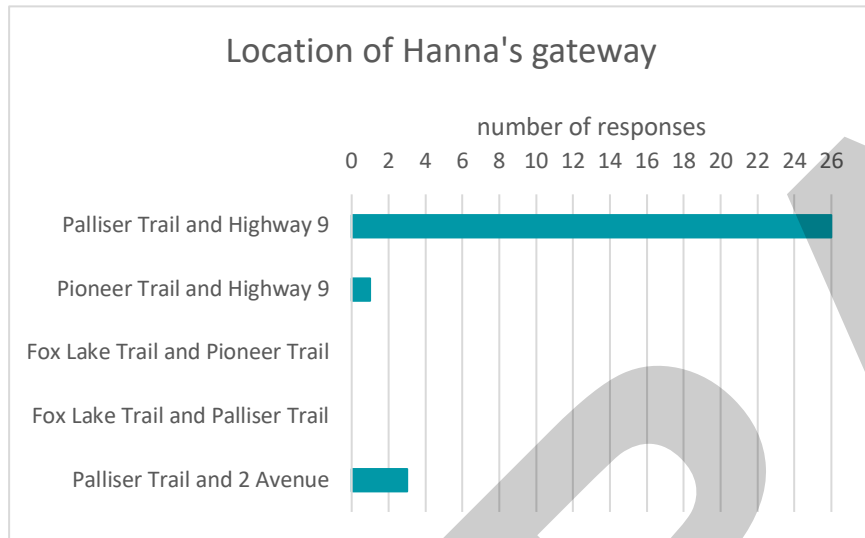


Figure 63. Perceived location of Hanna's gateway

Gateway Element

In response to the question "should Hanna have an actual gateway?" most respondents preferred the option that didn't extend over the roadway, citing the need for large loads like houses to access the town.

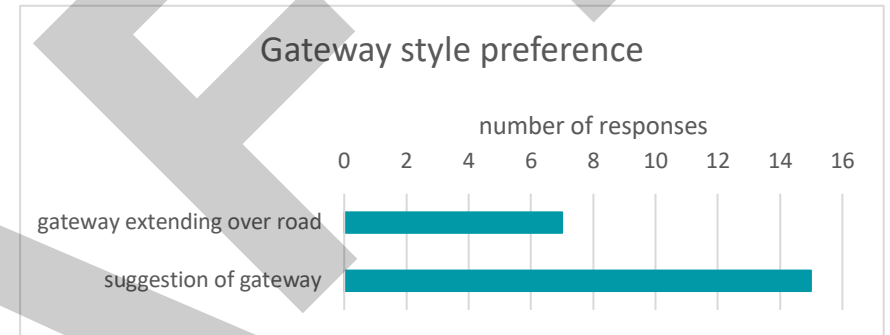


Figure 64. Preference for gateway style, if Hanna were to have an actual gateway

Monument Sign

In addition to the preferences for the monument sign concepts, four respondents indicated their preference for the existing monument sign which was pictured as a “current condition.”

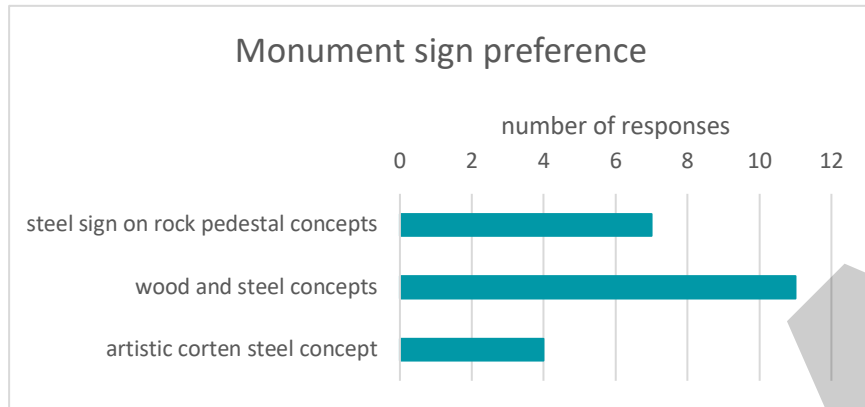


Figure 65. Preferences for the monument sign concepts

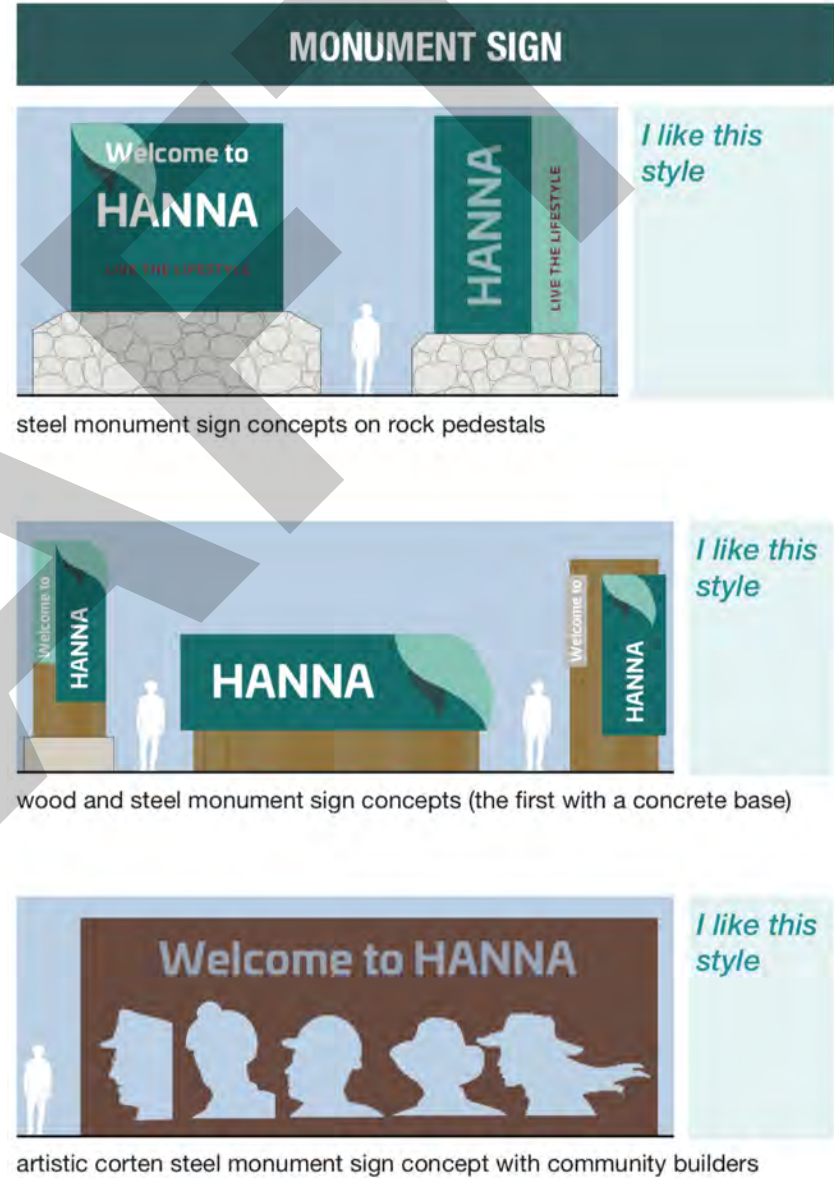


Figure 66. Monument sign concepts presented for feedback

Wayfinding Signage

Respondents indicated preference for the signage with the hanging basket of flowers.

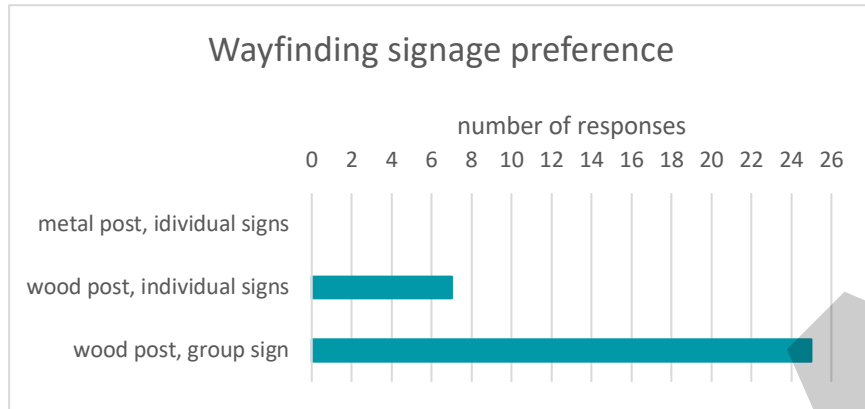


Figure 67. Preference for wayfinding signage

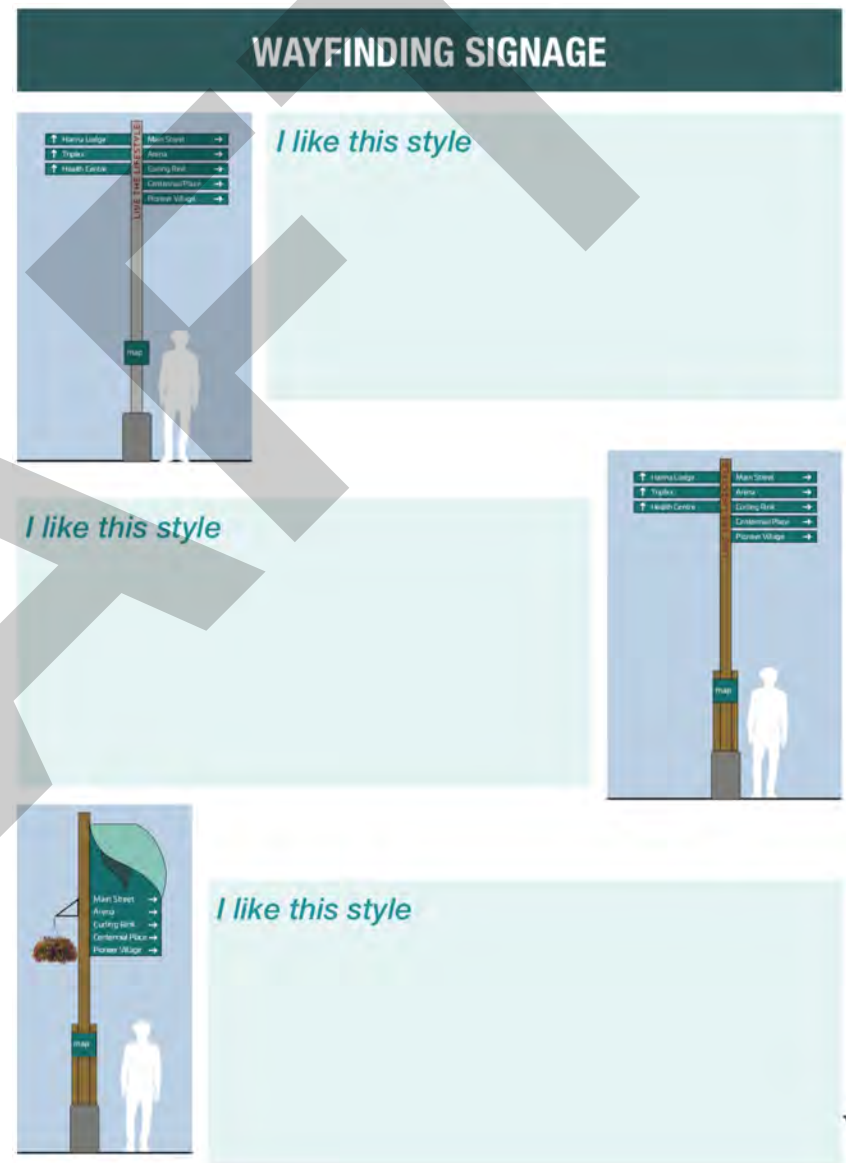


Figure 68. Wayfinding signage concepts

Town-owned Point of Interest Signs

The preference for point of interest signs was for a free-standing sign.

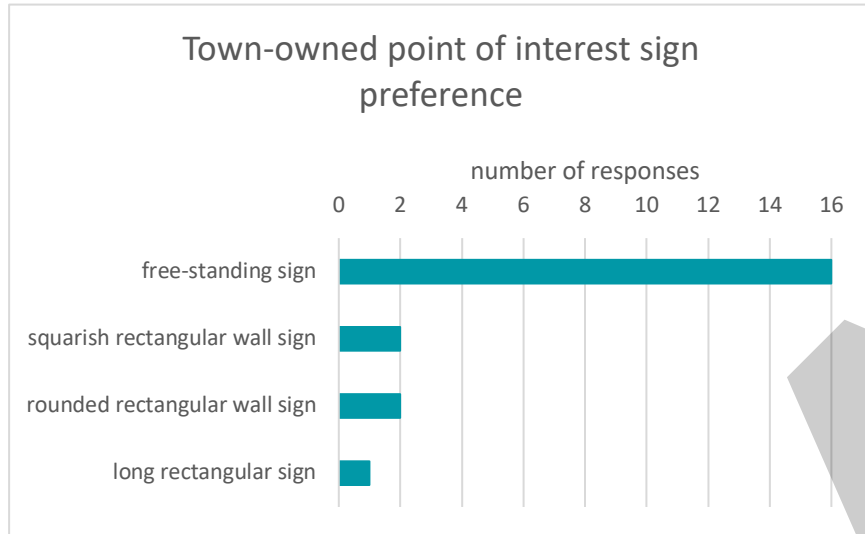


Figure 69. Preferences for point of interest signs



Figure 70. Town-owned point of interest sign concepts

Lessons Learned

- Mother's Day Farmers' Market is very well attended and generated a lot of discussion about the engagement materials.
- Location of storefront next to the Post Office ensured a lot of foot traffic past the window.
- The inability to provide coffee and treats in the storefront (due to provincial health restrictions) decreased the number of people we could entice to enter.
- The provincial requirement to wear a mask in the storefront deterred some people from entering.
- Members of the business community were resistant to participate in individual interviews conducted as part of the business engagement process due to engagement fatigue. The business owners appeared skeptical as to whether this project would produce on-the-ground results. It will be important to directly engage with affected businesses during implementation of the revitalization projects to ensure concerns are addressed.

Engagement and Design

The results of the engagement process were incorporated into the next phase of streetscape design and implementation plan development.

Preferences expressed for specific elements were considered during the design process. Cost and safety considerations were also factored into design decisions. Issues that were brought up during engagement, for example the need for protection from the wind, were also explored during the design process.

Main Street Development Plan



Introduction

The Main Street Development Plan is the revitalization plan for Hanna's downtown. Its realization will depend on partnerships to achieve the vision, both in terms of large-scale government funding, and local-scale participation of downtown business owners. Local support will be required to implement storefront improvements and explore operational changes that prioritize serving tourists and regional visitors.

The Main Street Development Plan includes a new "look and feel" for the downtown. A specific downtown character is achieved through a site furniture collection and placemaking initiatives that reflect Hanna's community and sense of place. The plan is tempered by capital and maintenance budgetary considerations to create economically feasible and durable solutions.

The transition zones are characterized by larger commercial buildings with parking lots adjacent to the street and residential properties that can contain business. Some of the site elements designed for Main Street should be extended into these transition areas, such as planters, pedestrian-scale street lights, and street trees.

Order of magnitude costing for the Main Street Development Plan is provided in an appendix. Considerations include the following.

- Costs are order of magnitude only.
- Estimated order of magnitude costs reflect the high costs of construction materials the world is currently experiencing
- Final costs will be determined when bids are received on the project work.



Figure 71. Hanna's Main Street extends for three blocks along 2 Avenue

Vision

Hanna's redevelopment is intended to create spaces to promote social and economic activity for residents and tourists.

Main Street revitalization will create a distinctive downtown character and enhance pedestrian experiences, promote downtown activity, provide accessibility for seniors, and enhance pedestrian safety.

Staged Approach

The replacement of utilities (storm main, water main, and sanitary main) under Main Street is projected to occur in the near future. It makes sense for the identified capital improvements to the pedestrian realm to be implemented in conjunction with the utility construction.

The first stage is a "testing" opportunity, characterized by low-cost initiatives to temporarily transform Hanna's downtown to achieve the vision. The second stage would occur in conjunction with utility replacement under Main Street and integrate the concepts proven successful during the first stage. The third stage augments and enhances the foundation established by capital infrastructure upgrades.

At a high level, the stages encompass the following.

Stage 1:

- Temporary intersection bump outs and gathering areas created with paint and physical barriers

Stage 2:

- Construction of new sidewalks and intersection bump outs in association with Main Street utility replacement

Stage 3:

- Additional site furniture to enhance gathering areas

Design Overview

The streetscapes presented to the public for feedback included options with reconfigured street parking to enable sidewalk widening. Wider sidewalks would accommodate painted scooter and bike lanes, street trees, and benches. However, the community was adamant that Main Street's angle parking should be maintained. Some of the reasons included the following.

- Seniors need to park close to shop doors.
- People are not comfortable parallel parking.
- Angle parking provides a higher number of parking spaces.

Maintaining angle parking does not allow for sidewalk widening along the entire block length, so the widening is limited to the intersections. A mid-block widening option was explored during engagement, but did not garner a lot of support as it would remove parking spots and make seniors walk farther to their destinations.

The Main Street design includes intersection bump outs that provide space for benches, street trees, litter and recycling receptacles, bike racks, and eating areas. Residents indicated that outdoor gathering areas would not be used if they exposed visitors to the wind, so wind screens are included in the design.

A low rolled curb is included in the design; this type of curb unifies the streetscape. The visual contrast between the concrete sidewalk and the asphalt road, as well as the physical change between road and sidewalk, provide enough of a difference to keep cars on the road. When Main Street is closed to vehicles to accommodate pedestrian-oriented festivals and events, the curb becomes less of a tripping hazard and expands the width of the space to the area between the buildings, rather than between the curbs.

The existing cobra-style street lighting is replaced with a pedestrian-scale light that adds to the character of the street, and creates a more comfortably-lit night time space. The idea of using solar-powered lights was raised during the engagement process. Installing solar-powered lights along Main Street would

tie-in very well with the vision stated in the Town's strategic plan: Hanna is a "community cultivating an unparalleled quality of life through technology, agriculture, and lifelong learning."

Street trees are included in the intersection bump outs. The narrowness of the sidewalks will not accommodate street trees unless an extensive and irrigated soil cell system were installed under the sidewalks to ensure healthy root systems. If desired, the soil cell option can be explored at a later date in conjunction with utility replacement under Main Street.

Benches as well as table and chair sets are included to provide gathering options. The option of movable tables and chairs garnered support during engagement, but due to windy conditions would not be a cost effective and durable choice. Tables and chairs that have a similar style and are fastened to the concrete are included in the design. The option to include a games board in the table top is also provided.

As with all communities, some residents are in favour of change and some are resistant. It is prudent to phase-in the changes to introduce placemaking elements at a pace that allows residents to become comfortable through time. The staged approach recommended for Main Street is to first introduce new gathering spaces and streetscape configurations on a temporary basis and at a lower cost. Once large-scale funding is available for the utility line replacements under Main Street, the tested and proven enhancement can be integrated into the new streetscape, and then augmented with additional site furniture over time in subsequent phases.

Similar to the rollout of Hanna's new logo and brand, the phased approach ensures that taxpayer dollars are spent wisely, when the opportunity arises, rather than on a full-scale replacement of infrastructure that is still functioning.

Storefront design guidelines are included on page 68, and provide a framework for evaluating applications for the Development Improvement Policy (DIP), storefront renovations, and new development in the downtown.

Site Furniture for Main Street Gathering Areas

The engagement materials presented three site furnishing collections for feedback. The collection that can be characterized as craftsman style was preferred by a clear majority.

Bench

Benches should have arms, as it is easier for those with limited mobility to sit down and get up again using arms. The bench in the first image was the preferred choice during engagement. The second image shows the arm rests.



Manufacturer: Maglin
Model: MBE 1200 series



Manufacturer: Maglin
Model: MBE 1200 series with arm rests

Table and Chairs

The selected sets make it easy for people with reduced mobility to sit, as they do not have any bars to step over. The styles are similar to a movable patio set, yet are firmly fixed to the concrete to withstand high winds.

The first set with three backed chairs was selected to provide flexibility and accessibility. Alternatives that could be considered when ordering for installation include a mix of seat numbers, wooden table tops, and seats with arms. The second set includes a game board within the table top.



Manufacturer: Landscape Forms
Model: Carousel



Manufacturer: Paris Site Furnishings
Model: Bistro

Planter

Planters provide a number of functions including beautification, introducing green vegetation, and separating conflicting uses. Planters placed at the edge of the sidewalk provide a clear visual cue to drivers about the edge of the roadway. Planters also demarcate boundaries, creating pleasant spaces for gathering and conversing with friends. In the winter, live vegetation can be replaced with dried seasonal displays or fairy lights. If desired, planters can also be relocated to storage and brought out again in the spring.

A self-watering planter is shown here in addition to the planter that was shown during the engagement process. Self-watering planters will reduce daily maintenance routines and ensure the vegetation lives throughout the summer season.

The self-watering planter is made from thick gauge polyethylene, so is not as heavy as planters made from concrete, steel, etc. It is not advisable to use these planters as a buffer between pedestrians and traffic without additional protection provided by steel bollards. The plaza planter can be used as a buffer since it is heavier and larger.

Self-watering planters can be evaluated during stage 1 as to maintenance regime, ability to separate conflicting uses, etc., and the decision made as to whether to keep them in the site furnishing suite in stage 2 or replace with a different type of planter.



Manufacturer: Urbanscape Planters
Model: Uptown 34 inch diameter



Manufacturer: Landscape Forms
Model: Plaza Planter, 48in square

Wind Screen

During the engagement process, residents indicated that they would not want to sit outside in a spot unprotected from the wind.

The wind screens pictured here are available in a range of colours and patterns. The opportunity to explore the height and configuration that works best for Hanna's downtown gathering areas can be explored in stage 1.



Manufacturer: Maglin
Model: Flexx

Litter Container

During engagement, preference was expressed for larger litter containers. It is anticipated that the specified litter container will withstand high winds, but an evaluation should be undertaken. If litter does not remain within the containers, animal-proof containers should be considered as they are also weather-proof.



Manufacturer: Landscape Forms
Model: Generation 50

Recycling Container

During engagement, residents expressed the desire to have recycling containers downtown. The selected option is a standalone, full-size container to collect refundable beverage containers. A range of colours is available.

If the container does not protect contents from wind, an animal-proof container can be considered during stage 2.



Manufacturer: Landscape Forms
Model: Metro 40 Collect

Bike Rack

The addition of bike racks will encourage residents and visitors staying in nearby RV parks to bike to downtown. It is recommended that a small number of bike racks are installed and then monitored to evaluate the needs for additional racks in future stages.



Manufacturer: Landscape Forms
Model: Loop

Main Street Gathering Area Example

Providing gathering areas while maintaining the downtown's existing sidewalk dimensions necessitates the exploration of alternatives to on-sidewalk site furniture. A common resolution is to install gathering areas on intersection bump outs when sidewalks are not wide enough to accommodate benches and street trees.

~example image to come

Main Street Infrastructure

Concrete Sidewalks with Intersection Bump Outs

A larger sidewalk area at downtown intersections offers the following benefits.

- Increased pedestrian safety as the separation distance from traffic is greater.
- Provides a space for gathering.
- Creates a shorter crossing distance which is safer for those who need a longer time to cross.
- Slows down turning vehicles.
- Visually narrows the roadway for drivers, causing them to drive more slowly.
- Provides space for amenities like litter and recycling and street trees so they are outside of the main pedestrian walking area.

The intersection bump outs in the design are at a similar size for all three downtown intersections. During stage 1, temporary bump outs can be created at different sizes, and feedback solicited to determine the mix of sizes that would work best for Hanna.

New sidewalks are included in this category as many portions of the existing sidewalk are cracked, creating an uneven surface and tripping hazards.

It was mentioned during community engagement that intersection bump outs would interfere with snowplowing, but this does not seem to be the case in other jurisdictions. The Town of Stettler recently installed downtown intersection bump outs, also called bulbs. The following is a summary of a personal conversation with Stettler's Director of Operations (September 13, 2021).

- The sidewalks are broom finished concrete, and the bulbs are exposed aggregate.
- Businesses are responsible for clearing the snow from the concrete sidewalk, not the bulbs.
- The Town is responsible for removing snow from the bulbs.
- To remove snow from the street, a skid steer pushes snow from the curb lane into the middle of the road where it is removed by a grader.
- All snow is removed from downtown roads and stockpiled off site.



Figure 72. Intersection with gathering areas in bump outs in Fernie BC (image from Google Maps)

Street Tree

Brandon elm trees are a smaller variety of the American elm. The Brandon elm’s roots are not destructive like the Manchurian elm, and no seeds are produced. The Brandon elm is well-used street tree throughout Western Canada. Including irrigation to get the trees successfully established during their first five years should be explored.

Street trees are included as green infrastructure and will be installed when the bump outs are constructed. Green infrastructure is a nature-based solution that positively contributes to storm water management, clean air, biodiversity, and social well-being.

It is not recommended to plant trees in free-standing planters in stage 1, as they will require additional maintenance and might not survive winter in a pot.

The image below shows street trees in a planting bed surrounded by a low curb. This is an alternative to trees in grates within the sidewalk. If these planting beds were to be irrigated, then the need for watering free-standing planters would be reduced.



Figure 73. Street trees create a more interesting streetscape and comfortable gathering area

Tree Grate

This style of tree grate is complementary to the site furnishing package.



Manufacturer: Trojan Industries
Model: CNK-48

Main Street Intersection Bump Out Example

The Town of Stettler has built bump outs on downtown intersections for traffic calming. Benches are provided, and planters that double as seating walls are constructed from Allen Blocks. The sidewalk paving pattern is designed to look like train tracks.



Figure 74. Intersection improvements in downtown Stettler (image from Google Streetview)

Site Elements for Main Street Character and Safety

Pedestrian Light

A pedestrian-scale light provides good night time visibility for pedestrians as well as vehicular traffic. The lights should be spaced about 10 metres apart, or as directed by a lighting consultant's photometry analysis.

Street light poles should be fitted with brackets for hanging baskets and/or banners, perhaps alternating down the street.

Installing pedestrian-scale lights in the transition zone on either side of Main Street would extend the look and feel of the downtown core.



Manufacturer: Landscape Forms
Model: Ashbury area light

An alternative to the pedestrian-scale light shown during the engagement process is a solar-powered pedestrian light. The luminaire presented here is made in Canada, and is rated for temperatures from -40 to +70 degrees Celsius.

The look of solar-powered lights in the downtown conveys the message to visitors that Hanna embraces technology and sustainability.



Manufacturer: Fonroche
Model: Lekla

String Lights

Stringing lists above a sidewalk creates a welcoming and attractive space for pedestrians. The lights also give off a glow that let people know “something is happening here.” String lights are available at Costco, and 10 sets can be strung together. It is recommended that the string lights be illuminated only when required during evening events, and turned off overnight to maintain a dark sky.

It would be ideal to be able to create a light canopy over the sidewalk. However, the existing cobra lights are spaced 40 metres apart. Additional poles would need to be installed to achieve the canopy effect. A feasible alternative is to string wire between the street lights and hang string lights from the wire.



Manufacturer: OVE Decors
 Model: Glass weatherproof LED string lists
 Supplier: Costco



Figure 75. String lights along Federal Hill Main Street (image from southbmore.com)

The Stage: outdoor activity space

An outdoor activity space built in one of the empty lots along Main Street will activate an otherwise empty lot that detracts from the liveliness of downtown. Activating The Stage with concerts and events can be a joint partnership between Town Administration and local groups. Daytime activities could include fitness and art classes taught by local residents. The Stage could also be used as a loose parts playground or for tricycle training.

The Stage should be built in a such a way that it can be dismantled and placed elsewhere if the empty lot is developed. Youth from J. C. Charyk School could volunteer time to help construct or paint The Stage.



Figure 76. The Venue in downtown High River, Alberta

The Venue in High River is activated by the High River Performing Arts Foundation. The outdoor stage and activity space is located on the future home of the foundation’s performing arts hub.

Street Art

A low-cost way to liven up a space is with paint. The town already has murals on various buildings; this idea translates well to roadways and sidewalks. A temporary measure, painting crosswalks is an opportunity to create community and encourage volunteers to contribute in a low-stress, low-skill environment.

Lively, painted crosswalks reinforce to drivers that they need to be cautious of pedestrians, and express the spirit of the community to visitors.

Street art is often designed and painted by community volunteers. If the Town would like to commission an artist to develop a design, an honorarium should be paid to the artist.



Figure 77. Street art at a crosswalk in Caracas, Venezuela (image from streetsy.com)



Figure 78. Sidewalks can be painted as well (image found on Pinterest)

Parking Spot Pop-up

Parking spots can be used temporarily for a patio area, during all the summer months or just for an event.

There are multiple ways that a parking spot can be turned into a gathering space. A key element is including a barrier between the new space and passing vehicles. This can be done with jersey barriers, heavy planters, or bollards. If the barrier is quite plain, it should be livened up with paint or vegetation.

Wooden platforms can be constructed to increase the separation between gathering area and street. Some examples are provided here. These parking spot pop-ups provide a great opportunity for local businesses to create a unique attraction to increase business.

Figure 79 illustrates the example of where the patio space takes over the sidewalk directly in front of the business, and the sidewalk is detoured around the patio onto the street. Ramps are provided to ensure the path of travel is barrier-free.



Figure 79. Sidewalk expansion on Edmonton's Whyte Avenue (image from thegatewayonline.ca)



Figure 80. Patio extension on Edmonton's Whyte Avenue (image from Old Strathcona Business Association website)

Hanging Basket

Hanging baskets provide good colour and augment well-being by introducing vegetation into an otherwise grey streetscape. The hanging baskets specified here are self-watering which will lower maintenance requirements.

Hanging baskets should be installed on the existing cobra lights during stage 1, and on the new pedestrian-scale street lights during stage 2.



Manufacturer: Urbanscape
Model: Breeze

Bollard

Bollards provide a visual clue to drivers about the edge of the roadway. Bollards along the edge of the intersection bump outs provide an additional safety feature that makes gathering areas more appealing. They also provide a visual clue for the extent of snow plowing in the winter.

Bollards should be installed when the intersection bump outs are constructed; additional bollards can be installed at a later date if the need is identified.



Manufacturer: Paris Site Furnishings
Model: decorative bollard

Mid-block Crosswalks

Mid-block Crosswalk

Crosswalks are made safer by shortening the distance that the pedestrian is exposed to oncoming vehicles. The revitalization design includes two mid-block crossings: the existing crosswalk by the Legion, and an additional crosswalk by the post office.

In this design, planters are used to alert drivers to a mid-block crosswalk. Planters can be used between the months of April and November and stored elsewhere during the winter months so as not to interfere with snowplows. A heavy planter is recommended at this location.

Another temporary alternative is to install flexible plastic delineator posts that can be replaced if damaged. The delineator posts must be adhered to the roadway. They do not contribute positively to the character of the downtown.

Parking

The Main Street design aims to minimize negative impacts by traffic and parking patterns in adherence with policy 4.5 of the MDP.

Accessible Parking Stall

Residents expressed their desire for seniors to be able to shop easily without having to do a lot of walking. The design introduces accessible parking stalls at various points in the downtown. Accessible stalls must have a barrier free path of travel to the sidewalk on the vehicle's passenger side. Curb cuts are provided at the sidewalk.

The striping for accessible parking stalls can be completed during phase 1. A ramp to access the sidewalk will be required to make the path of travel barrier-free, until a new sidewalk with curb cuts can be constructed during phase 2.

Angle Parking

Additional angle parking is provided along McRea Drive adjacent to Memorial Park. This street is wide enough to accommodate angle parking on both sides. The additional stalls along this street will make up for the parking stalls lost on Mains Street as a result of the accessible parking stalls and intersection bump outs.

Main Street Design

The full build out will create gathering areas on each corner of the three downtown intersections. Parking along the Memorial Park side of McCrea Drive will be converted to angle parking to increase the number of stalls available in the downtown.

A plan showing the design for the entire downtown is provided for context. This is followed by a closer look at five sections:

1. Intersection of Main Street and 2 Street W.
2. Intersection of Main Street and 1 Street W.
3. Intersection of Main Street and McCrea Drive/Centre Street.
4. Existing mid-block pedestrian crossing near the Legion.
5. Proposed mid-block pedestrian crossing near the post office.

The new elements in each stage are shown in the following drawings. The final image shows full build out of the design concept.

Stage 1:

- Temporary installation of barriers to create intersection bump outs
- Crosswalk, parking, and intersection bump out striping
- String lights above sidewalks
- Site furniture for gathering areas
- Stage
- Planters to delineate gathering areas

Stage 2:

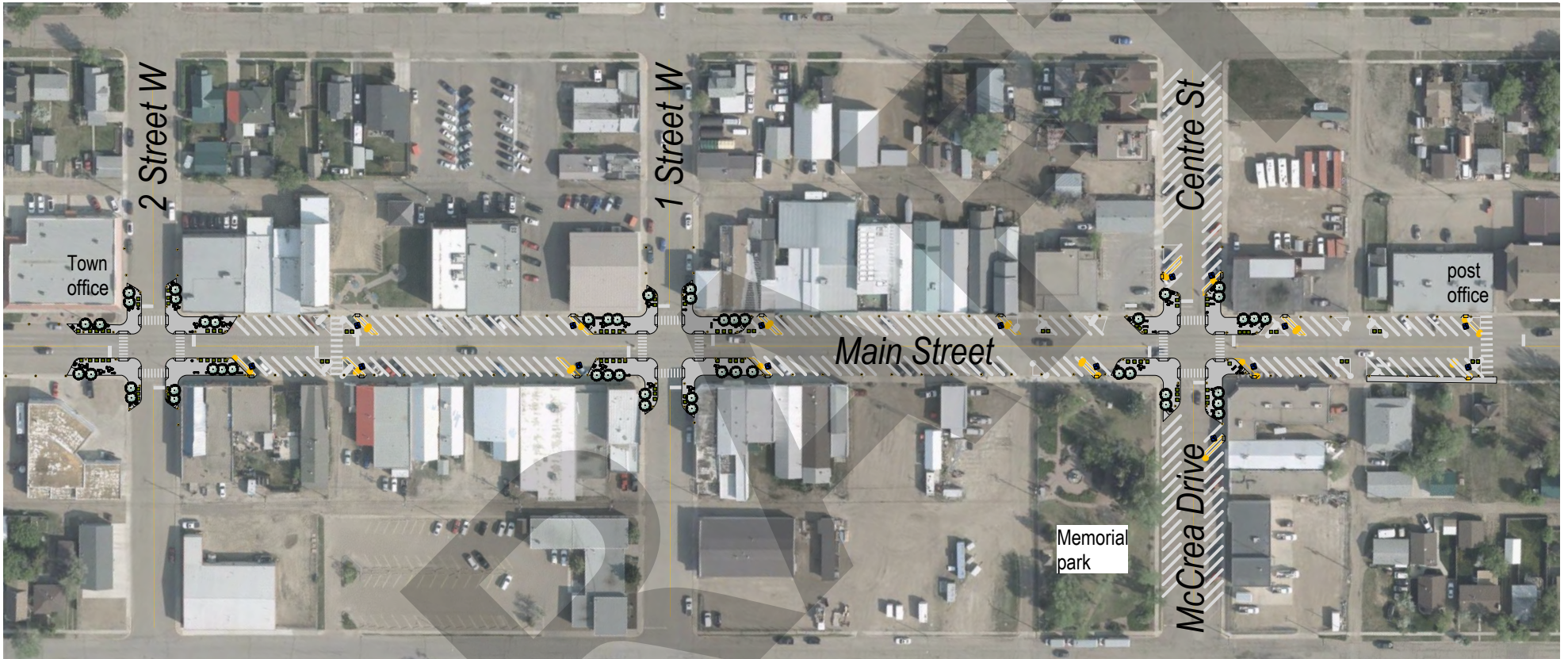
- Construction of new sidewalks and intersection bump outs
- Pedestrian-scale lights along Main Street
- Street trees
- Bollards
- Additional site furniture for gathering areas

Stage 3:
















- Additional site furniture for gathering areas
- Pedestrian-scale lights along side streets to first alley

Stage 4:

- Full build out

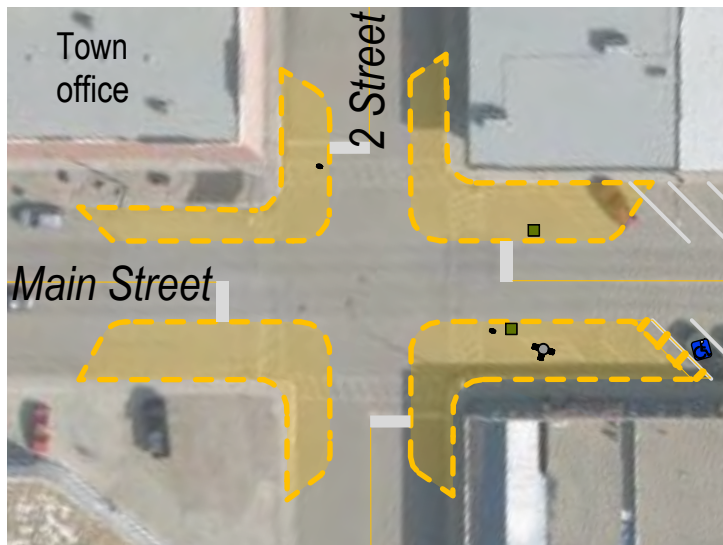


legend

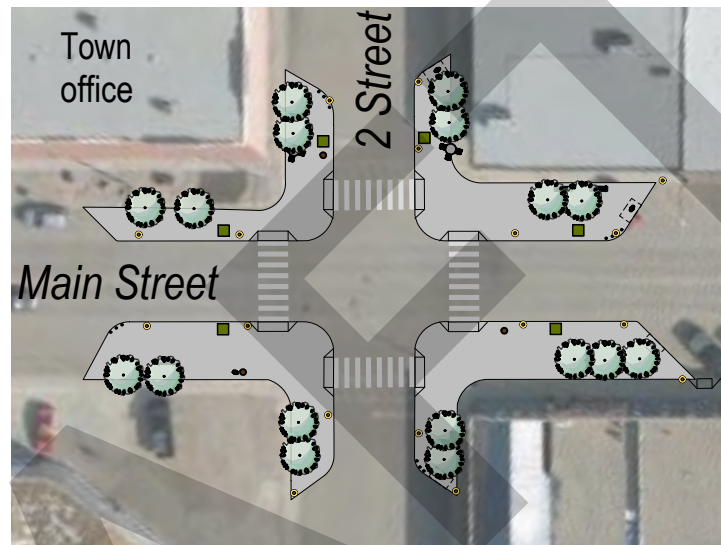
- | | | | | | |
|---|---|---|-------------------------|---|----------------------------------|
|  | concrete sidewalk |  | brandon elm street tree |  | street light |
|  | no parking area |  | bench |  | bike rack with "keep clear" area |
|  | crosswalk striping |  | planter |  | bollard |
|  | accessible parking stall with striped pathway |  | table and chair set |  | tree grate |
|  | temporary bump out painting |  | litter container |  | recycling container |



Main Street revitalization: complete design concept



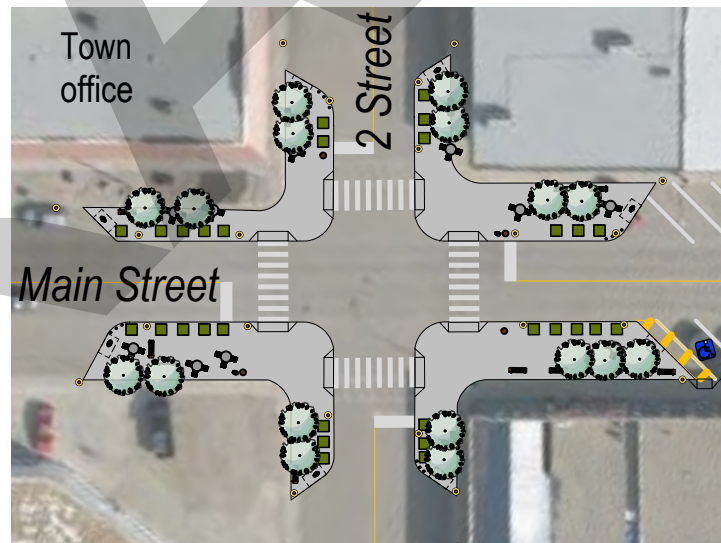
Stage 1

















Stage 2



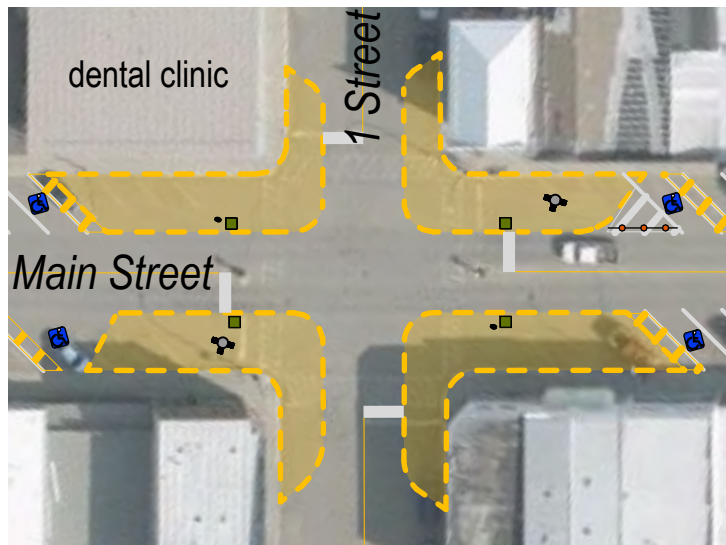
Stage 3



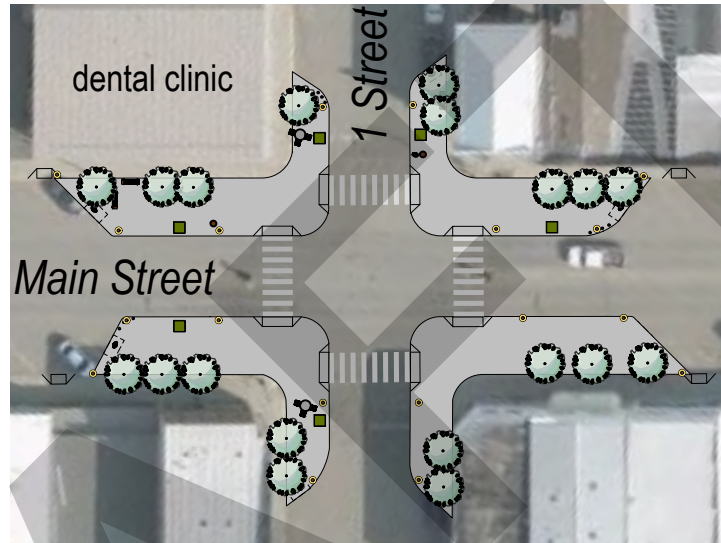
Stage 4: Full build out

- Legend
-  concrete sidewalk
 -  no parking area
 -  crosswalk striping
 -  accessible parking stall with striped pathway
 -  temporary bump out painting
 -  brandon elm street tree
 -  bench
 -  planter
 -  table and chair set
 -  litter container
 -  recycling container
 -  street light
 -  bike rack with "keep clear" area
 -  bollard
 -  tree grate

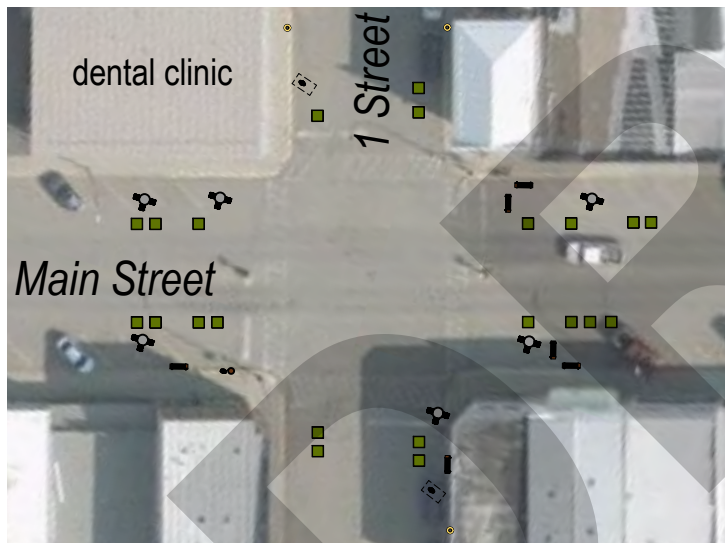
Main Street revitalization: Staged approach for Main Street and 2 Street W



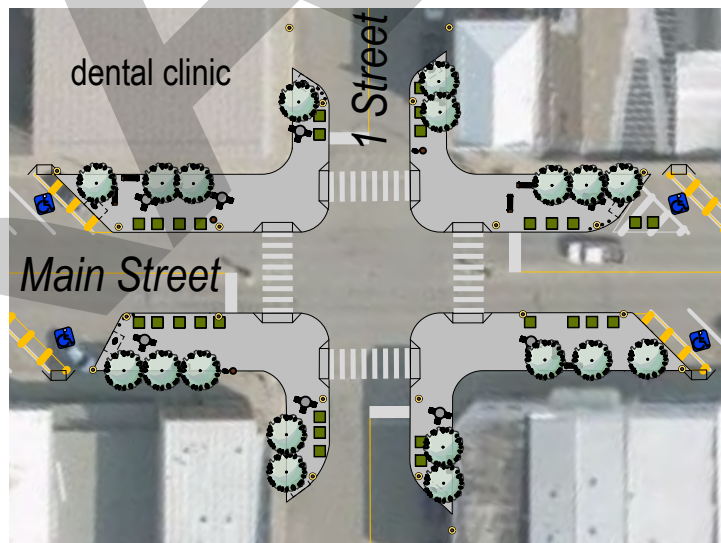
Stage 1


















Stage 2



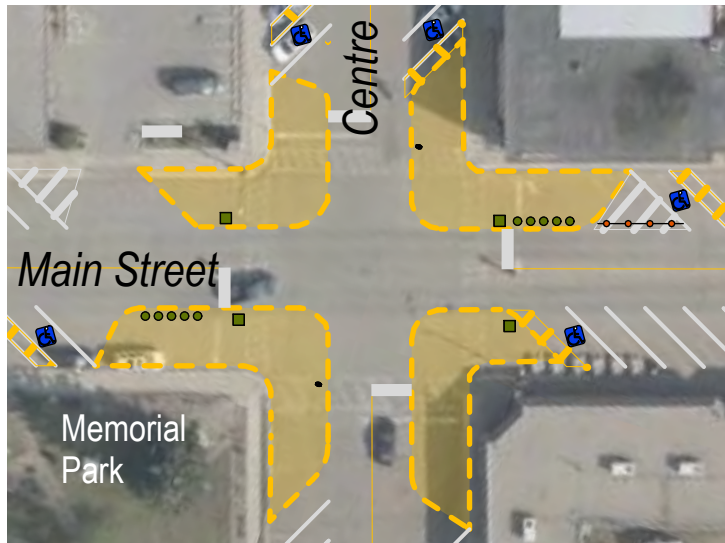
Stage 3



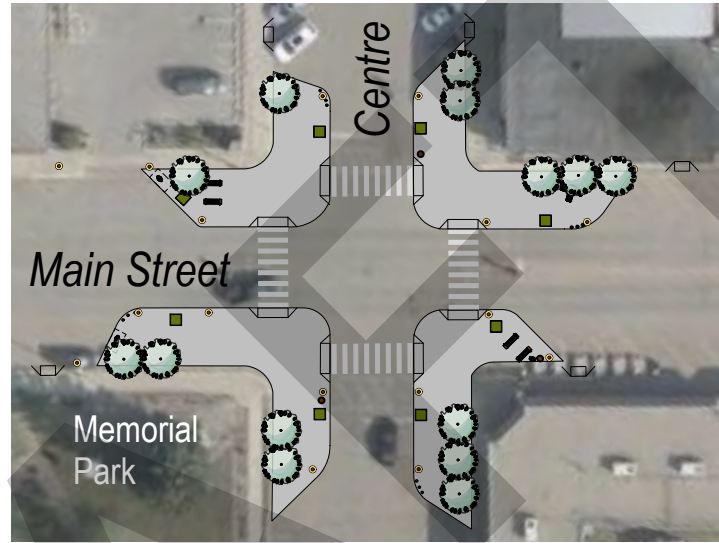
Stage 4: Full build out

- legend
-  concrete sidewalk
 -  no parking area
 -  crosswalk striping
 -  accessible parking stall with striped pathway
 -  temporary bump out painting
 -  brandon elm street tree
 -  bench
 -  planter
 -  table and chair set
 -  litter container
 -  recycling container
 -  street light
 -  bike rack with "keep clear" area
 -  bollard
 -  tree grate

Main Street revitalization: Staged approach for Main Street and 1 Street W



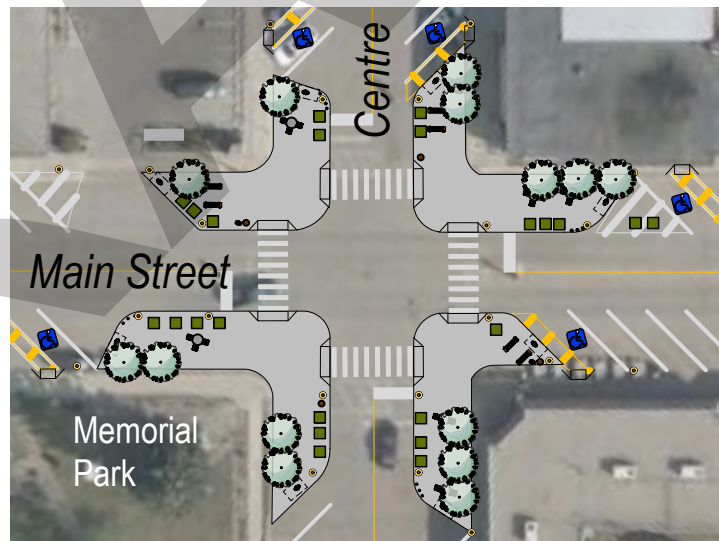
Stage 1



Stage 2



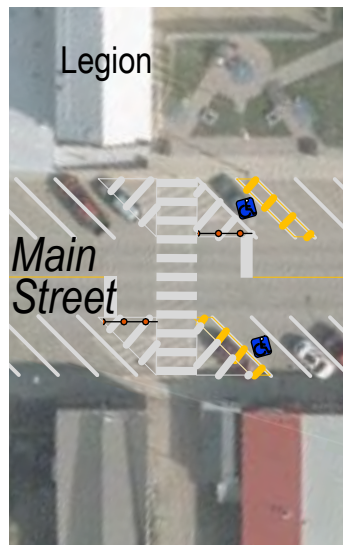
Stage 3



Stage 4: Full build out

- legend**
- concrete sidewalk
 - no parking area
 - crosswalk striping
 - accessible parking stall with striped pathway
 - temporary bump out painting
 - brandon elm street tree
 - bench
 - planter
 - table and chair set
 - litter container
 - recycling container
 - street light
 - bike rack with "keep clear" area
 - bollard
 - tree grate

Main Street revitalization: Staged approach for Main Street and McRea Drive/Centre Street



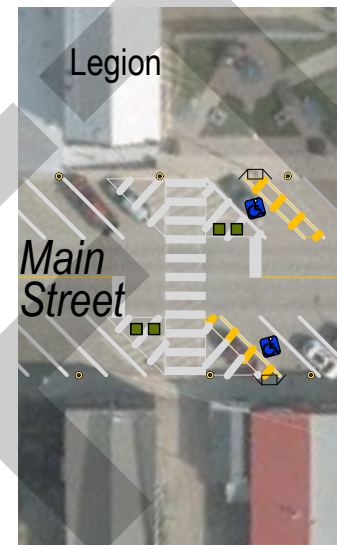
Stage 1



Stage 2



Stage 3

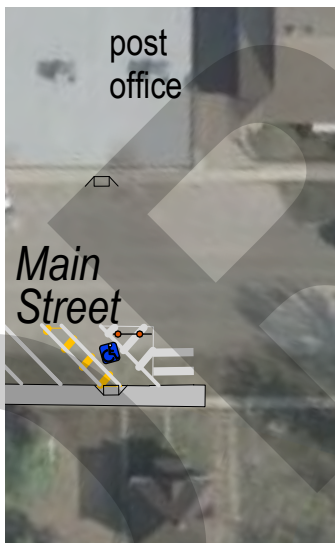


Stage 4: Full build out

- legend
- concrete sidewalk
 - no parking area
 - crosswalk striping
 - accessible parking stall with striped pathway
 - temporary bump out painting
 - brandon elm street tree
 - bench
 - planter
 - table and chair set
 - litter container
 - recycling container
 - street light
 - bike rack with "keep clear" area
 - bollard
 - tree grate



Stage 1



Stage 2



Stage 3



Stage 4: Full build out

Main Street revitalization: Staged approach for Main Street and existing mid-block crossing at the Legion (top) and proposed mid-block crossing at the post office (bottom)

Main Street Storefront Design Guidelines

Objectives for the downtown core as included in Hanna's MDP policies include downtown revitalization, promoting opportunities for mixed use development or higher density residential development, and ensuring the downtown is the primary focus of retail, office and personal service uses within the town.

These design guidelines are intended to support MDP policies and help downtown business owners and occupants create an interesting, coordinated, and active Main Street "look and feel." The guidelines can be applied in conjunction with Development Incentive Policy 2021-02 which encourages developers, businesses, and private citizens to make investments that benefit the community.

Background

Hanna's MDP provided the impetus for the development of these guidelines. Policy 4.3 states that "Downtown revitalization shall include design, streetscape, removal or renovation of dilapidated buildings and general maintenance initiatives." The CCEDC and Town recently arranged funding for the demolition of several dilapidated buildings. These include the former Central Mean Deli at 123 2 Avenue West in the heart of Main Street. It is expected that the removal of these buildings will make the area more appealing and encourage new development.

In the Land Use Bylaw, Hanna's downtown is assigned to zone C-1: Retail Commercial district. The purpose and intent of this district is to provide for centralized pedestrian-oriented commercial and retail development. The Main Street Storefront Design Guidelines are intended to apply to the buildings within this district.

Design Context

In general, Hanna's downtown buildings are close to the sidewalk, activating the public realm and providing a pedestrian-oriented experience. The most common materials are brick, wood, metal, and glass. Stucco is present in combination with other materials on some of the storefronts.

Hanna's downtown buildings are not exactly the typical false front commercial / boomtown style. False front commercial style buildings are characterized by a gable roof behind the parapet (upper wall) and there are a few examples in Hanna's downtown, including the buildings that formerly housed H. Corinne Hewitt's quilt store and Berke's Jewellers). However, many of the downtown buildings have a flat or rear-sloping roof, and the parapet does not extend

above the side walls. These buildings were quite possibly rebuilt as second generation commercial, after the original false front commercial buildings were destroyed by fire or torn down. For ease of classification and understanding, the downtown style is characterized as false front.

The buildings are on small lots (typically 20' to 30' wide) and create a visual rhythm along the sidewalk unless interrupted by a wider building or empty lot. Historic Main Street buildings are typically one story tall.

Main Street business signs should express the occupants' character as well as the community's character. Signs should emphasize the historic character of the downtown by using, for example, historic materials or font types. Signs should be unique, not purchased "off the shelf." Included in this section are guidelines for permanent and temporary signs. Also included are discouraged sign types that do not contribute to the attractiveness of Main Street and do not fit with the unique or historic character of Hanna.

Vision

Storefronts are revitalized to create an active and vibrant downtown reflecting Hanna's welcoming and unique character that is not found anywhere else.

Guidelines

Active frontages

1. New buildings are to be placed on the lot with zero setback from the sidewalk.
2. New buildings can be set back from the sidewalk only to create a small patio area for a restaurant or café.
3. Windows that face the street are to be transparent, not opaque or covered by advertising.
4. Door and window treatments should not be cluttered with signage that compromises transparency. A maximum of 10% of the window can be covered by signage.
5. Window displays should be well-designed and oriented to face passers-by.
6. Do not position furniture or equipment so that their backs are to the window.
7. Wooden half barrel planters with seasonal displays are encouraged.
8. Buildings that are condemned are to be demolished within a reasonably short period of time. Assistance is available under Demolition Incentive Policy 09-03.

No Blank Walls

9. New buildings shall not present a blank wall to Main Street.
10. Existing blank walls that can be seen from Main Street should be improved and made more interesting by decorations, murals, historic signs, etc. Assistance is available under the Beautification and Store Front Improvement Incentive program in the Development Incentive Policy 2021-02.

Materials

11. Materials used in storefront repair and decoration are to be appropriate to the historical and existing palette of materials and colours.
12. Renovations should not conceal historic building elements, e.g., false fronts.
13. Storefronts are to be constructed or repaired with good quality materials and kept in good condition.

14. New buildings are to use materials, proportions, and scale to fit within the existing downtown context.
15. Recommended materials
 - a. Cedar siding
 - b. Brick
16. Discouraged materials
 - a. Vinyl siding

Building Massing

17. New buildings should respect the scale of the downtown context and relate to neighbouring buildings through a similarity in height and building style.
18. If the frontage of a new building is to extend across more than one small lot, articulation of the front façade should adhere to the visual rhythm established by the existing context.
19. The roof line and style must be similar to the false front style of existing downtown buildings.

Signs

20. Recommended sign types
 - a. Professionally hand painted or screened window signs that still provide transparency into the storefront.
 - b. Etched effect on glass windows (durable but can be easily removed when required).
 - c. Interior digital signage that uses a projector or plasma screen. The screen must not illuminate the exterior at night time.
 - d. Banners or double-sided hanging signs hung on the exterior of the building, perpendicular to the sidewalk (one per storefront). The sign or banner must be at least 2.5m above sidewalk level.
 - e. Permanent sign affixed to the false front above the storefront window. Sign can be lit from above with dark sky compliant luminaires.

21. Temporary signs

- f. Small sandwich boards that can be placed out of pedestrian paths of travel are encouraged.
- g. Paper signs can be taped to windows or doors for up to 100 days per year. No more than 10% of the window should be covered by signage.

22. Discouraged sign types

- h. Box signs, also called cabinet signs (translucent plastic in opaque metal cabinets, backlit with fluorescent lamps).
- i. Neon signs.
- j. Electronic signs that are composed of small lightbulbs and scroll text.
- k. Flashing or blinking signs.
- l. Vinyl lettering.
- m. Paper signs or posters left taped to windows or doors over the long term.

Mixed Use

23. Introducing second floor residential units into the downtown is encouraged.

- a. Buildings that include residential units on upper floors must still adhere to these guidelines and be designed to fit the historic context.
- b. Second story windows are to be similar in size and spacing to historic second story windows, for example as seen on the brown brick building at 201 2 Avenue W.

Community Development Plan



Introduction

Hanna's Community Development Plan is intended to describe the "look and feel" of the residential areas in the community.

Hanna's upgraded community streetscapes will encourage alternate modes of transportation and provide safe and secure walking and gathering spaces for pedestrians.

A design for upgrading community streetscapes includes the prioritization of quality of life for seniors residing in seniors' facilities. Implementing streetscape improvements in these areas will benefit the greater community, not just the seniors, and will act as a catalyst for additional improvements.

Order of magnitude costing for the site furnishings and infrastructure portions of the Community Development Plan is provided in an appendix. Considerations include the following.

- Costs are order of magnitude only.
- Estimated order of magnitude costs reflect the high costs of construction materials the world is currently experiencing
- Final costs will be determined when bids are received on the project work.



Figure 81. Hanna's residential areas

Vision

Welcoming, tree-lined sidewalks where neighbours gather to chat beside colourful flowers, elderly people drive their scooters safely, and the laughter of children rings out.

Design Overview

Community Streetscapes

The community intersection design prioritizes pedestrian safety by raising crosswalks to create a speed table to slow vehicular travel speeds. Priority areas for intersection improvements are identified, based on proximity to amenities such as parks and public facilities.

Community sidewalks are widened to create safer paths of travel for wheeled mobility devices and strollers. Lighting is identified to promote comfortable sidewalk use after the sun has set. Priority areas for sidewalk improvements are identified, based on current condition and proximity to amenities such as schools.

Seniors' Amenity Areas

As a generalization, seniors require additional benches along pathways, level walking surfaces without tripping hazards, and amenities that can be accessed in close proximity to where they live. Designating certain areas as seniors' amenity areas will allow the Town to target streetscape improvements to increase walkability by older citizens.

Two different designs are included in Seniors' Amenity Areas: zones and routes.

A seniors' amenity zone is designed to encourage short walking trips from seniors' facilities by providing places to rest and beautiful flowers to enjoy in close proximity. The amenity zone is a 250m radius from the housing facility, and includes benches and self-watering planters.

A seniors' amenity route is designed to encourage longer walking trips between a facility and nearby amenities. Included in this design is the example of a route between the Hanna Lodge and Hector King-Hunter Pioneer Park, its closest amenity. A more comprehensive upgrade is designed for this area to provide better connections and sidewalks.

Policy 8.6 of the MDP states that the "Town will continue to consider alternative transportation options to ensure competitiveness, industry alternatives and options for residents including the senior and youth populations." Working within this policy, the design facilitates alternative modes of transportation for seniors.

Some elderly residents use mobility scooters to get around town. Painted scooter lanes should be trialed to determine level of use and if they contribute to the safety of scooter users.

Community Gathering Spots

Community gathering spots, consisting of a concrete pad with a bench, light, and litter container, promote activity in otherwise quiet neighbourhoods. These spots can be used as a meeting place, rest area for senior pedestrians, and conversation place for chance encounters with neighbours. To fully integrate Hanna's vision of a technology-based quality of life, WiFi hot spots can be created for those sitting on the bench.

Hanna Lodge Walking Loop

A walking path that creates a loop around the Hanna Lodge is included as an amenity for residents and visitors. Benches are provided, as well as bollard lights to illuminate the path in the morning and evening. The loop will encourage residents to stay active.

Community Streetscapes

Community Streetscapes is composed of three design interventions: intersections, sidewalks, and street light improvements.

Engagement feedback identified a preference for raised crosswalks over intersection bump outs.

Low profile rolled curbs were preferred over square curbs, and comments were made about hitting the curb while parking.

Interest was expressed in having tactile indicators at crosswalks. These warning mats can be retrofitted on existing sidewalks as well as embedded in freshly poured concrete. The colour contrast between the concrete sidewalk and the tactile indicator mat provides an additional clue about the location of the intersection.

Pedestrian lighting was mentioned as desirable in some areas where sidewalks are not lit at night.

The engagement materials asked for feedback on boulevards, and provided options of storm water bioswales, pollinator corridors, and boulevard trees. Respondents seemed to prefer the pollinator corridors, but it is unknown whether this implies that individual residents were willing to take on the responsibility of creating or maintaining the gardens.

Community Intersections

Raised Crosswalk

Although a raised crosswalk does not shorten the crossing distance for pedestrians, it slows down vehicles so the stopping distance is increased. Raised crosswalks are appropriate for intersections with high pedestrian use, for example adjacent to seniors' facilities, recreation facilities, and schools.

A sign alerting drivers they are approaching a raised crosswalk will need to be installed in advance of the intersection so they can respond by slowing down.



Figure 82. Raised crosswalk; this image shows different paving materials to emphasize the pedestrian zone. Painted pavement can achieve a similar visual effect.



Figure 83. Speed hump sign (image from Barricade Traffic Services website)

Tactile Indicator

These warning mats can be retrofitted on existing sidewalks as well as embedded in freshly poured concrete. The colour contrast between the concrete sidewalk and the tactile indicator mat provides an additional clue about the location of the intersection. Both seniors and children benefit from this safety mat.



Figure 84. Tactile indicator mat provides warning of imminent intersection crossing.

Crosswalk Striping

Painting crosswalks or zebra crossings is less expensive than constructing raised crosswalks. At a few community intersections, it appears that someone has painted incomplete crosswalk lines on the street to alert drivers to potential pedestrians. Intersections throughout the community would benefit from crosswalk striping to remind drivers to slow down and be aware of the surroundings. Providing a stop line increases the distance between the vehicle and the pedestrian, providing an additional safety factor.



Figure 85. Incomplete crosswalk painting at the intersection of 6 Avenue W and 3 Street W.



Figure 86. Proper crosswalk striping with stop lines. Yellow lines indicate a raised crosswalk.

Community Sidewalks

Sidewalk Standards

To encourage seniors to walk through the community, an even surface must be provided. Sidewalks that are cracked and heaving provide too many tripping hazards and will be avoided.

Residents would like to see the continuation of low profile rolled curbs which is the construction standard in Hanna already. A key consideration with the use of this curb type is sidewalk width and cross slope. Because the curb is rolled, it makes the sidewalk narrower than it would be with a square curb. The sidewalk itself must be at least 6 inches wider to make up the lost sidewalk width.

If the cross slope is greater than 2%, walkers and other wheeled mobility devices are prone to slide over toward the road.

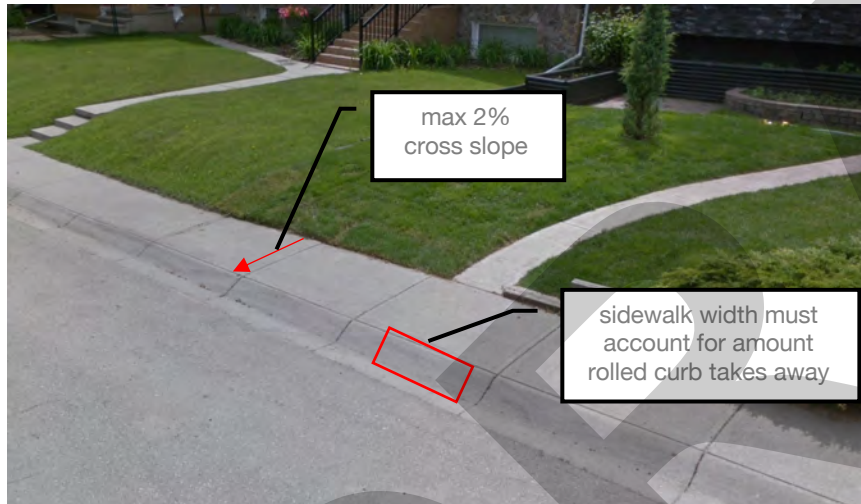


Figure 87. Safety considerations for low profile rolled curbs.

Curb Cut

If a raised crosswalk is not provided, a curb cut is necessary. Curb cuts allow a gradual change in elevation between the sidewalk and the road, and can be navigated easily by shuffling feet and wheeled mobility devices. Rolled curbs are not a satisfactory substitute for a curb cut, as they are steep and require lifting of the legs to navigate.

It is important that two curb cuts be provided at a corner for safety. Each curb cut will be in the line of sidewalk travel. If only one is provided, it directs pedestrians out of their path of travel toward the middle of the road.



Figure 88. Curb cuts should be in line with the path of travel, one for each sidewalk.

Boulevards

Boulevard trees should be planted when sidewalks are replaced, if there are no trees already. Tree should be planted along the centreline of the boulevard, and be of a species that does not have a shallow root system that might interfere with the sidewalk.

If there is no boulevard, trees can be planted on Town property beside the sidewalk. Trees should be located about 1.5 metres from the edge of the sidewalk.

The Town of Hanna's Boulevard Maintenance Policy no. 00-03 provides property owners the option to replace grass with other materials, presumably vegetation, upon approval of Town Administration.

- Property owners are responsible for maintenance of grass and trees
- Town should take over pruning of boulevard trees to ensure it's done properly
- Policy should reference the Adopt a Tree policy
- Policy should include what is generally acceptable for a boulevard, including pollinator garden, storm water management, trees

Recommendations for updating this policy are provided in the Community Design Guidelines on page 91.

Community Street Light Improvements

Pedestrian-scale lighting creates a safer and more comfortable environment for night-time walking. It also adds to the character of the community, contributing to a cohesive look and feel for the streetscape.

It is not necessary for the community street lights to be the same as those downtown, as the community's look and feel is distinct from that of Main Street.

Street light improvements should be made on an as-needed basis; it is not necessary to replace all existing street lights with pedestrian-scale lights. Priority for street light improvements should be given to those streets that do not have street lights and those that are undergoing sidewalk improvements.



Manufacturer: Lumca
Model: Cosmo post top PR8475



Manufacturer: Fonroche
Model: Lekla

Seniors' Amenity Areas

Designed to encourage active lifestyles, seniors' amenity areas provide accessible opportunities for enjoying the nature outdoors.

Seniors' Amenity Zone

250m from a seniors' facility was selected as the radius for the seniors' amenity zone, as this is a distance that can be comfortably walked by someone with low mobility. Creating areas for benches decorated with flowers, or just placing a bench beside the sidewalk, makes the sidewalk more accessible.

Seniors' Amenity Route

To encourage alternative modes of transportation for seniors, a Seniors' Amenity Route is proposed. In general, routes would link the seniors' housing with nearby amenities.

A painted scooter route is included as part of the route suggested in this section. An aging population that continues to be active will benefit from the added safety provided by this innovative approach.



Figure 89. Hanging flower baskets beside a bench creates an inviting seating area adjacent to a sidewalk (image from h2olaborsaver.com)

Seniors' Amenity Zone

The zone within 250 metres of a seniors' facility should provide amenities to encourage outdoor activity. Beautifying the surroundings by providing hanging baskets, installing seasonal planters, and attracting birds will invite visitors outside to linger and enjoy.

The Town should explore partnership opportunities with retirement residences, for funding, volunteers, or fundraising.

Site Elements

The elements to be included in a seniors' amenity zone include benches and planters. A street light with brackets to hold hanging baskets would add to the character of the zone.

Sidewalk

The sidewalks within the seniors' amenity zone should be evaluated for tripping hazards and upgraded as required.

Street Trees

The addition of street trees in the boulevard will attract squirrels and birds, providing natural activity and interest for those sitting on the benches.

Existing street trees should be evaluated as to their health and life expectancy, and replaced as required.

Bench

Benches require arms to help sitters get back up, and should be mounted on a concrete pad that is flush with the sidewalk. Additional space on the concrete pad adjacent to the bench should be provided for keeping walkers off the sidewalk, and as a place for wheelchair users to rest and chat with friends.



Manufacturer: Custom Park and Leisure
Model: Park bench BR

Lighting

Pedestrian-scale lighting located adjacent to a bench contributes to the attractiveness of the resting spot. Street light poles can be fitted with brackets for banners or hanging baskets.



Manufacturer: Lumca
Model: Cosmo post top PR8475

An alternative is a solar-powered pedestrian light. T



Manufacturer: Fonroche
Model: Lekla

Planter

Flowers should be provided in hanging baskets or planters. Hanging baskets can be hung from brackets attached to street light poles, or a pole can be installed specifically for hanging baskets. A free-standing planter on one side of the bench allows room for storing a walker on the other side.



Manufacturer: Urbanscape Planters
Model: Uptown 28inch planter; Breeze hanging basket

Seniors' Amenity Route

The seniors' amenity route concept is intended to take a more comprehensive look at the streetscape to ensure accessible connections between amenities.

Site Elements

The elements to be included in a seniors' amenity zone include benches, planters, and safe intersection crossings.

Bench

Less mobile residents require benches at more frequent intervals when they are out for a walk. Benches should be provided along the sidewalks, at least two per long block and one on the short side of the block. Benches require arms to help sitters get back up, and should be mounted on a concrete pad that is flush with the sidewalk. Additional space on the concrete pad adjacent to the bench should be provided for keeping walkers and shopping bags off the sidewalk, and as a place for wheelchair users to park.



Manufacturer: Custom Park and Leisure
Model: Park bench BR

Planter

Flowers should be provided in hanging baskets or planters.



Manufacturer: Urbanscape Planters
Model: Uptown 28inch planter; Breeze hanging basket

Lighting

Pedestrian-scale lighting should be provided along the route if existing street lighting is not adequate.



Manufacturer: Lumca
Model: Cosmo post top PR8475



Manufacturer: Fonroche
Model: Lekla

Intersections

Raised crosswalks or painted crosswalks and curb cuts are two infrastructure elements that increase pedestrian safety. To make intersections safer for senior pedestrians, shortening the crossing distance by installing bump outs should be considered. This idea did not gain widespread support during engagement, but could be tested at one intersection to identify if it would work nonetheless.

Testing the intersection bump out concept “on the ground” would be beneficial in the Seniors’ Amenity Route. Painting bump outs and zebra crossing stripes will bring attention to the crosswalk and slow down traffic, making crossings safer for those with reduced mobility.



Figure 90. Testing intersection bump outs in community streetscapes can be done with paint (Austin example from bloomberg.com)

Painted Scooter Lane

Although there was only a little bit of support expressed for dedicated scooter lanes during the engagement process, the safety of scooter users must be considered in any streetscape design. Golf carts can be included in this category, but since scooters are smaller and less visible to drivers, they are being used as the yardstick. An experimental painted scooter lane should be installed and its level of use evaluated. The Hanna Lodge has three scooters that can be borrowed by any resident; perhaps they will get more use if there is a designated scooter lane connecting the Lodge with nearby amenities.



Figure 91. A mobility scooter riding in Calgary's bike lane (image from Toronto Star)

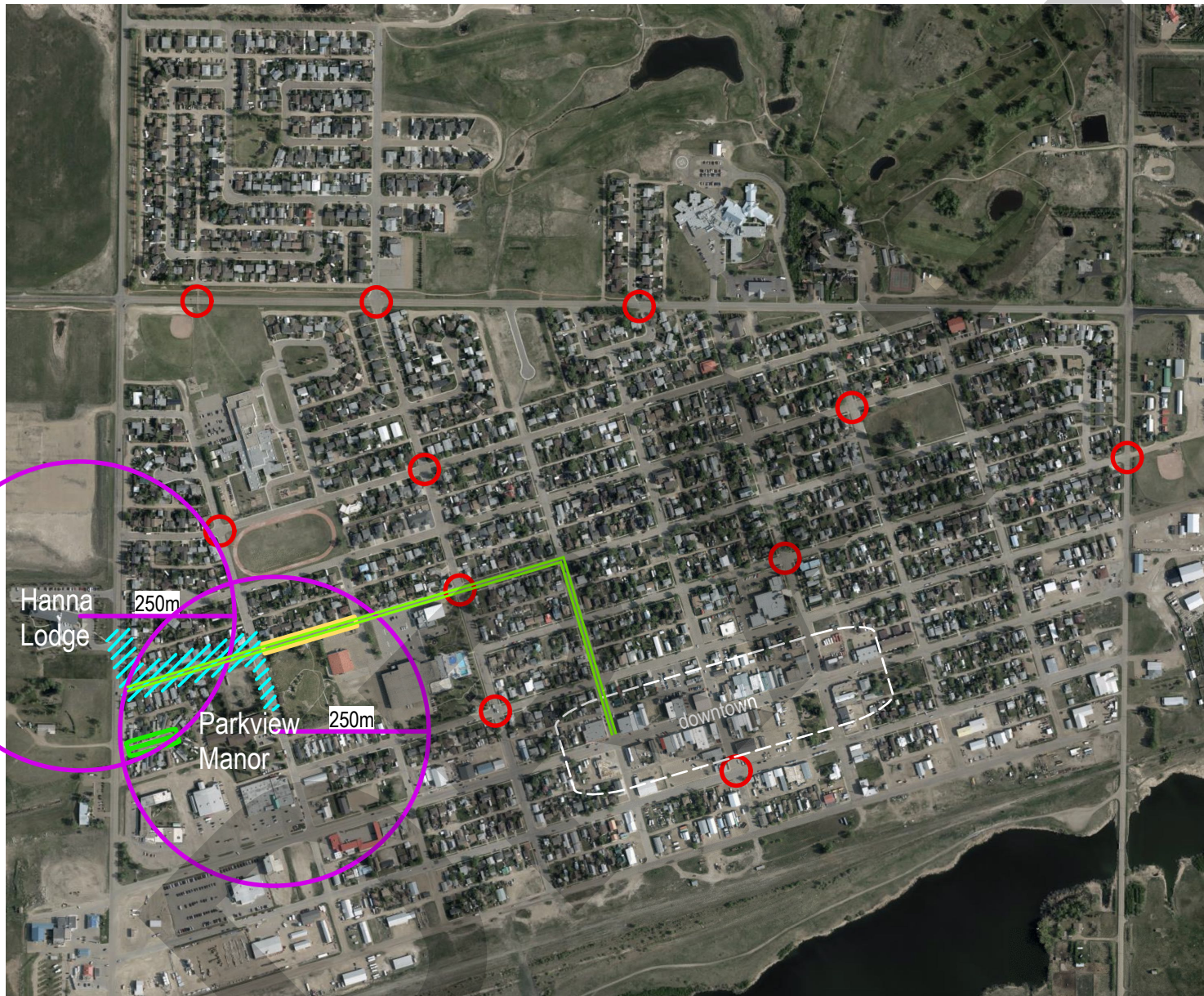
Proposed Location

The proposed location for the installation of Hanna's first seniors' amenity route is the route between the Hanna Lodge and Hector King-Hunter Pioneer Park. This route was selected because it connects the Lodge with an amenity that might be a desirable destination, and it is on the way to downtown.

Hanna Lodge



Community development: Seniors' amenity zone



- legend
- potential areas for improvements*
 - community intersections
 - ▭ community sidewalks
 - ▭ community street lights
 - seniors' amenity areas*
 - seniors' amenity zone
 - ▨ seniors' amenity route
 - ▬ painted scooter lane

Community streetscape: priority areas for redevelopment



Community Gathering Spots

When out on a walk through the community, there is something special about coming upon a little seating area that provides welcome amenities like a bench and some flowers. These places contribute to Hanna’s sense of place and are places that build community spirit. Community gathering spots can be installed adjacent to an intersection, or in the middle of a block. They do not require a lot of space.

Site Elements

Although the elements to include in a community gathering spot will depend on the existing context, standard elements should include a bench, pedestrian-scale street light, and some vegetation.

Bench

The bench can be installed on a concrete pad, although this is not necessary if there is a level area for accessing the bench. A concrete pad would certainly make the area accessible to those with reduced mobility.

The bench pictured here is made of recycled plastic lumber, and has arms for ease of sitting and getting up.

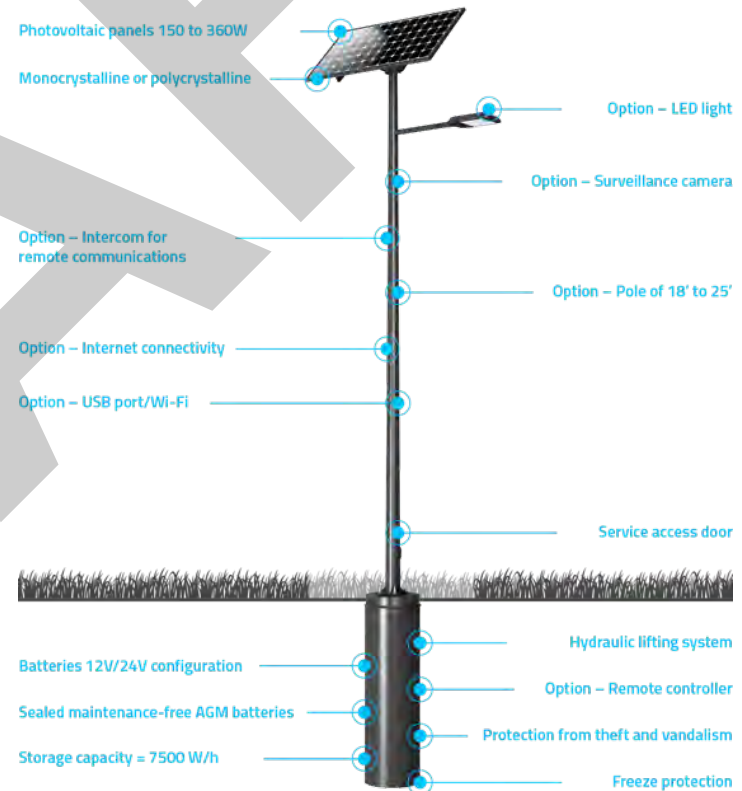


Manufacturer: Custom Park and Leisure
Model: Park bench BR

Street Light

The street light contributes to the character of the spot, and extends the use of the bench for reading past sundown. The street light can also provide a hanger for a banner, a basket of flowers, or seasonal decorations. Ensuring the streetlight has an electrical outlet will allow seasonal light displays.

The solar-powered light diagrammed here has the option to include a USB charging port and WiFi, integrating technology into the gathering spot.



Manufacturer: Fonroche
Model: Lekla

Planter

A self-watering planter with colourful annuals provides visual interest and demonstrates Town spirit. Hanging baskets can be hung from brackets on an existing or new street light pole, or a post can be added specifically for seasonal decorations.



Manufacturer: Urbanscape Planters
 Model: Uptown 28inch planter; Breeze hanging basket

Litter Container

An optional item is a litter container. The Town will need to maintain community litter containers regularly to prevent unsightly messes.



Manufacturer: Custom Park and Leisure
 Model: Trash receptacle AR

DRAFT

Street Tree

Trees provide shade and make the pedestrian environment welcoming. Planting trees in the boulevard next to a community gathering spot will add to its appeal. Trees should be planted along the centre line of the boulevard and the selected species should be suitable for boulevards, i.e., not have a shallow root system.



Figure 92. American elm street trees in a Calgary boulevard (image from Google maps)

Community Gathering Spot Example

Together, the site elements work to create a welcoming space that enhances the residential neighbourhood.

The example below is from an established neighbourhood in the City of Edmonton. This community gathering spot is located at the intersection of two sidewalks, enhancing its visibility from multiple directions. An unexpected gathering spot in the middle of a block would also be appropriate.



Figure 93. Community gathering spot example in Edmonton's Garneau community.

Hanna Lodge Walking Loop

A pathway around the grounds of the Hanna Lodge would sustain a high level of use from residents, staff, and visitors.

Site Elements

Pathway

An asphalt pathway connects two existing sidewalks to create a loop around the Lodge. The loop is a powerful motivator as the views are always changing, and there is no need to backtrack.

Bench

Benches are provided approximately every 30 metres to provide frequent rest intervals and different views. The benches should be placed on concrete pads to ensure a smooth transition between the asphalt path and the bench, and avoid creating tripping hazards.



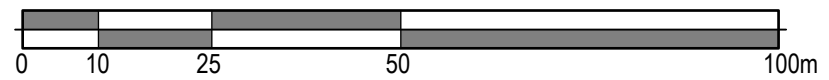
Manufacturer: Wishbone Site Furnishings
Model: Parker bench with armrests

Lighting

Bollard lights illuminate the pathway, extending its use from early morning to evening. The lights should turn off at night to preserve the dark sky.



Manufacturer: Wishbone Site Furnishings
Model: Modena LED bollards



Community development: Hanna Lodge Walking Loop

Community Design Guidelines

These guidelines are intended to guide streetscape and community development within the Town and create a welcoming, pedestrian-friendly, and safe community.

Guidelines

Sidewalks

1. Sidewalks with a rolled curb are the preferred option within the community's residential areas.
 - a. Sidewalks are to have a 2% cross slope maximum.
 - b. The flat surface of the sidewalk must be at least 1.5 metres in width. No portion of a rolled curb is to be included in calculating the sidewalk width.
2. Curb cuts are required at every intersection.
 - a. Curb cuts must be installed in the direction of travel.
 - b. Do not install one curb cut that directs wheeled devices toward the centre of the intersection.

Street Lights

- 3.

Boulevards

4. The Town's Boulevard Maintenance Policy 00-03 to be updated with the following.
 - a. Street trees are only to be pruned by a professional arborist as arranged by the Town.

Seniors Amenity Areas

5. Seniors Amenity Areas should be established to encourage outdoor activities.
6. Seniors' Amenity Zone
 - a. Designated as the area within 250 metres of a seniors' housing facility.
 - b. This zone to receive enhanced beautification including

hanging baskets and planters.

- c. Sidewalks to be kept level and free of tripping hazards like cracks.
 - d. If space permits, install street trees in the boulevards.
7. Seniors' Amenity Route
 - a. Designated by Council, routes are intended to connect seniors' housing facilities with nearby amenities.
 - b. Sidewalks are to be kept level and free of tripping hazards.
 - c. Benches to be installed adjacent to the sidewalk.
 - i. One bench per short side of the block.
 - ii. Two benches per long side of the block.
 - d. This zone to receive enhanced beautification including hanging baskets and planters.
 - e. Upgrade intersections to make crossing safer for senior pedestrians. Options include the following.
 - i. Install raised crosswalks at intersections along the route.
 - ii. With paint or plastic delineators, create bump outs to shorten the path of travel across intersections.

Scooter Lanes

8. Install temporary scooter lanes to test their use and safety.
 - a. Paint a scooter lane between the Hanna Lodge and downtown, following 5 Avenue W and 2 Street W.
 - b. Monitor for use, discuss scooter use with Hanna Lodge staff.
 - c. Evaluate additional routes for the installation of scooter lanes.

Community Gathering Spots

9. Install community gathering spots on the boulevard at intersections or mid-block.
10. Community gathering spot locations can be suggested by Town

Administration, Council, or residents.

11. Final locations to be determined after discussions with adjacent residents.

Boulevards

12. The Town of Hanna's Boulevard Maintenance Policy no. 00-03 provides property owners the option to replace grass with other materials, presumably vegetation, upon approval of Town Administration. Updates to this policy include the following.
 - a. Town should take over the pruning of boulevard trees to ensure it's done properly
 - b. Policy should reference the Adopt a Tree policy
 - c. Policy should include what is generally acceptable for a boulevard:
 - i. pollinator garden
 - ii. storm water management
 - iii. trees
 - iv. grass
 - d. Policy should include what is generally not acceptable for a boulevard:
 - i. concrete (other than a standard driveway)
 - ii. gravel

Signage and Wayfinding Development Plan



Introduction

A cohesive and comprehensive signage strategy will assist in defining the character of the community. Wayfinding contributes to economic development and tourism by making it straightforward for visitors to understand the community and find their destinations easily.

The sign concepts illustrated in the diagrams may require additional stakeholder input before a final design is selected. The Town's marketing consultant should be involved in signage design.

The Town of Hanna recently adopted a new brand which will be applied to the entire signage package. This cohesiveness unifies Hanna's identity and creates a lasting positive impression which will carry through to future marketing programs.

Signage Hierarchy

The signage and wayfinding implementation plan is structured according to asset classes. This provides a hierarchy for the sign types, and gives an indication of the relative importance of each sign type, making it easier to see how each sign contributes to the overall signage program.

The signage asset classes for the Town of Hanna are as follows.

1. Entrance
2. Town-owned point of interest
3. Directional wayfinding

Design Approach

The signage strategy is built on two objectives.

1. Celebrating Hanna's main entrance and curating a visitor's journey through the town.
2. Conveying a Hanna's sense of community through a cohesive look and feel.

Entrance

Discussion

Along Highway 9, there are six signs that announce Hanna from the west and seven from the east; these are illustrated and located on the maps on the following pages. The majority of the signs are placed by Alberta Transportation, and businesses can have their logo displayed for a certain amount of time for a fee. These are not most beautiful signs, and they look the same throughout the province, so do not convey any information about Hanna's uniqueness. Council should discuss the feasibility of having some of the signs removed to reduce visual clutter which might be ignored by passing motorists.

During engagement, respondents were asked to indicate the location of Hanna's entrance. The majority perceived the entrance to be at the intersection of Highway 9 and Palliser Trail. Although the electronic sign is located at this intersection, it seems to be intended for conveying information to residents, not necessarily attracting visitors.

The youth suggested an actual gateway to mark entrance to the town or downtown. However, this idea did not gain a lot of support within the community engagement process. The suggestion of a gateway was more appealing to those who indicated their preference on the engagement materials.

Design Considerations

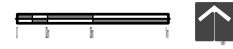
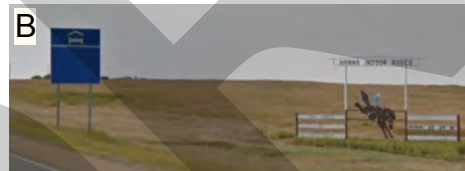
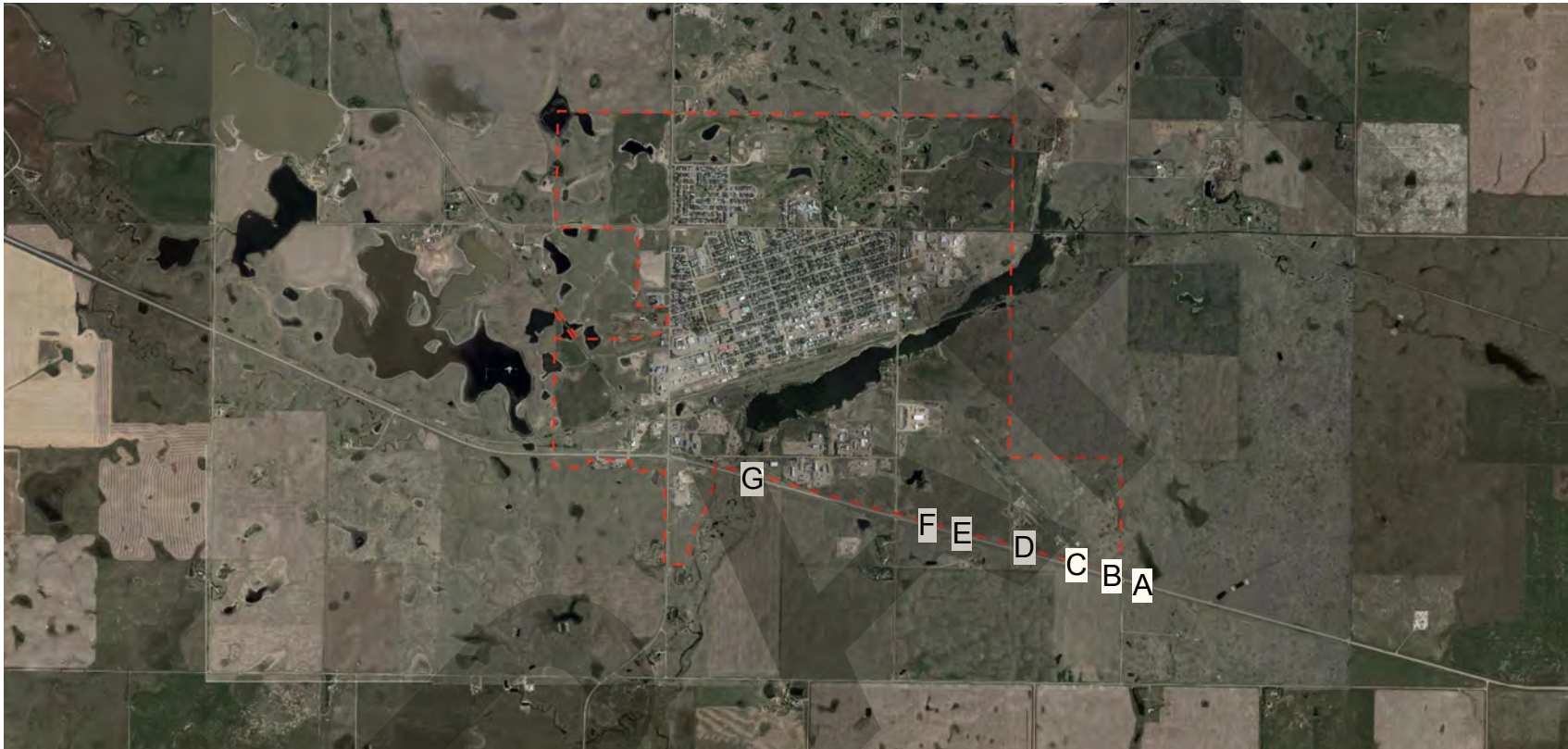
As with the overall signage program, entrance signs can express hierarchy. A larger monument sign is appropriate for highway locations, and smaller entrance signs can be used to identify transitions to certain areas within the town, such as the downtown. The entrance signs do not need to be identical; they can reflect the character of the community they represent, or be smaller or larger versions to provide visual cues as to the hierarchy of the entrances.

The entrance sign presents Hanna's brand identity to visitors.

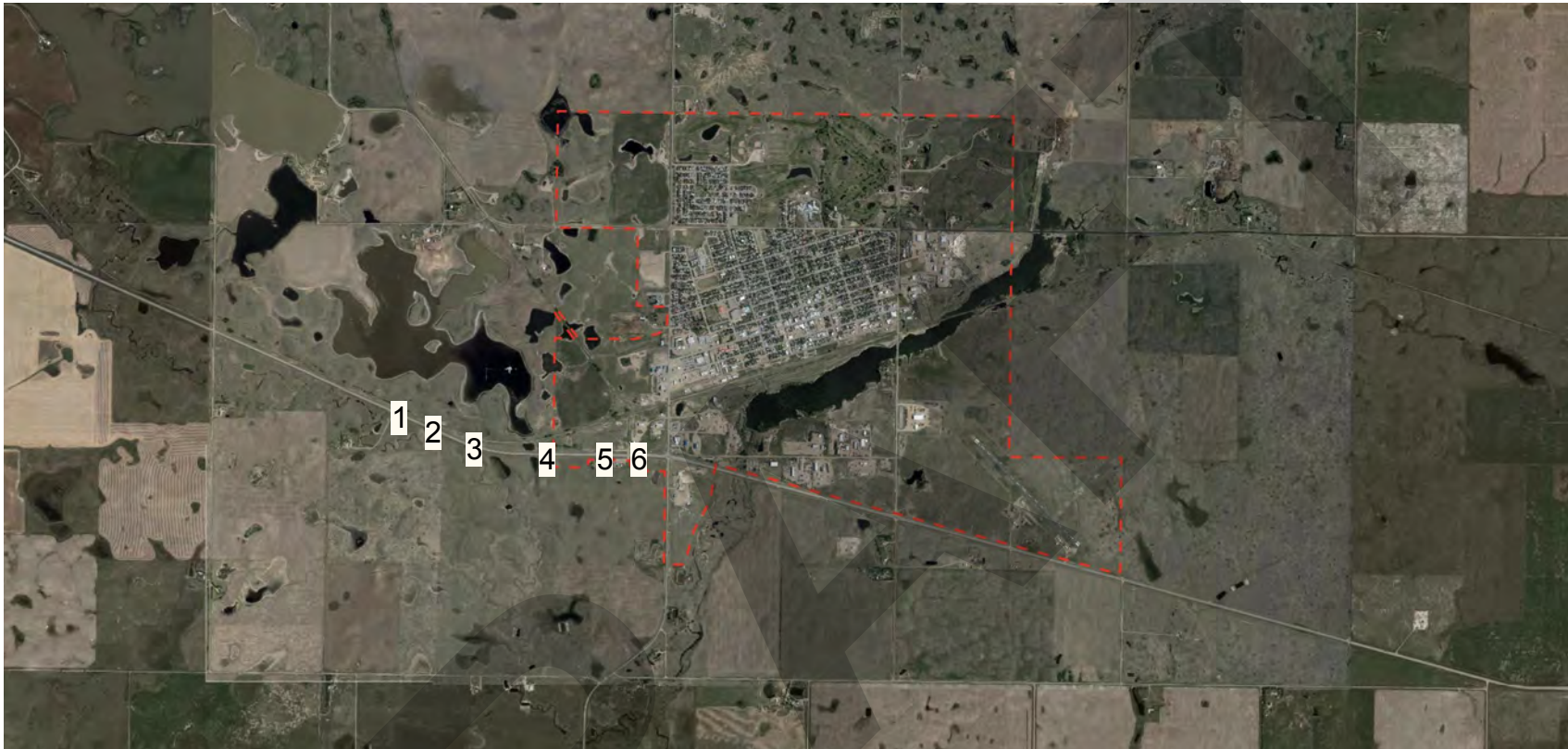
Signs should not be cluttered by adjacent signage. A Town-owned advertising sign visually clutters the existing monument sign on the east side of town, and should be removed.

The Chamber of Commerce Palliser Trail business advertising sign does not fit with the streamlined look of Hanna's new brand. The sign's intent is to promote Hanna's businesses, but it is difficult to read and pick out any useful information from the different fonts and logos. The sign should be reworked to fit with the new entrance concept's look and colour palette.

The Chamber's advertising sign posts along Highway 9 should also be reworked to fit with Hanna's new brand.



Signage and Wayfinding: existing gateway signage from the east



Signage and Wayfinding: existing gateway signage from the west

Town Entrance

It is recommended that Town celebrate the main entrance to Hanna, which is the access from Highway 9 and Palliser Trail. Local and regional residents will still know that they can access the east side of the town easily from Pioneer Trail. However, new visitors will be taken on a curated journey into the community.

The introduction to Hanna's character begins with an eye-catching monument sign. The signs are well-cared for and seem to rise out of a bed of shrubs. Trees planted near the signs create an attractive counterpoint to the adjacent croplands.

The stone and electronic sign at the corner of Highway 9 and Palliser Trail is surrounded by beautiful vegetation and the sign reflects Hanna's new look.

Turning onto Palliser Trail, the entrance to the town continues to be attractive with concrete curbs and landscaped boulevards that look neat and looked-after. Business signage is set back from the road, maintaining sightlines and presenting an uncluttered appearance.

The suggestion of a gateway can be seen down Palliser Trail, rising from either side of the road. It promises something special, and beckons the traveler who has stopped for a snack at Tim Horton's to drive a bit farther to see what lies beyond.

Directional wayfinding signage that matches the look and colour of the entrance signs are easy to spot and lead visitors in the direction of the downtown retail stores.

Once driving on Palliser Trail, wayfinding signs are easy to spot since they have a similar look to the monument sign on the highway.

Primary Entrance Monument Sign

The style of monument sign preferred during engagement was steel and wood (or wood-like extruded aluminum siding). The simplicity of this style makes it easy to read at highway speeds. Hanna's new brand is incorporated into the graphics, making a cohesive signage package with other signage in the town.

This style of monument sign would replace the existing sign along the highway on the west side of the town.



Figure 94. Primary entrance monument sign

Secondary Entrance

Smaller versions of the monument sign will replace the other two existing monument signs.



Figure 95. Secondary entrance monument sign

Electronic Sign

The existing electronic sign at the intersection of Highway 9 and Palliser Trail is in good condition. Three upgrades will improve the sign at a low cost.

1. Plant additional trees and shrubs to create a dense planting that stands out from the usual prairie cropland scenery. Vegetation with a dark colour will stand out in all seasons.
2. Replace the name panels to reflect the new brand and tie-in the sign with the other entrance elements.
3. Refrain from piling snow within 100 metres of the sign.



Figure 96. Minor upgrades to the existing electronic sign would create a cohesive entrance

Town Entrance Gateway

Some visitors will only stop at Tim Hortons, and not enter the town.

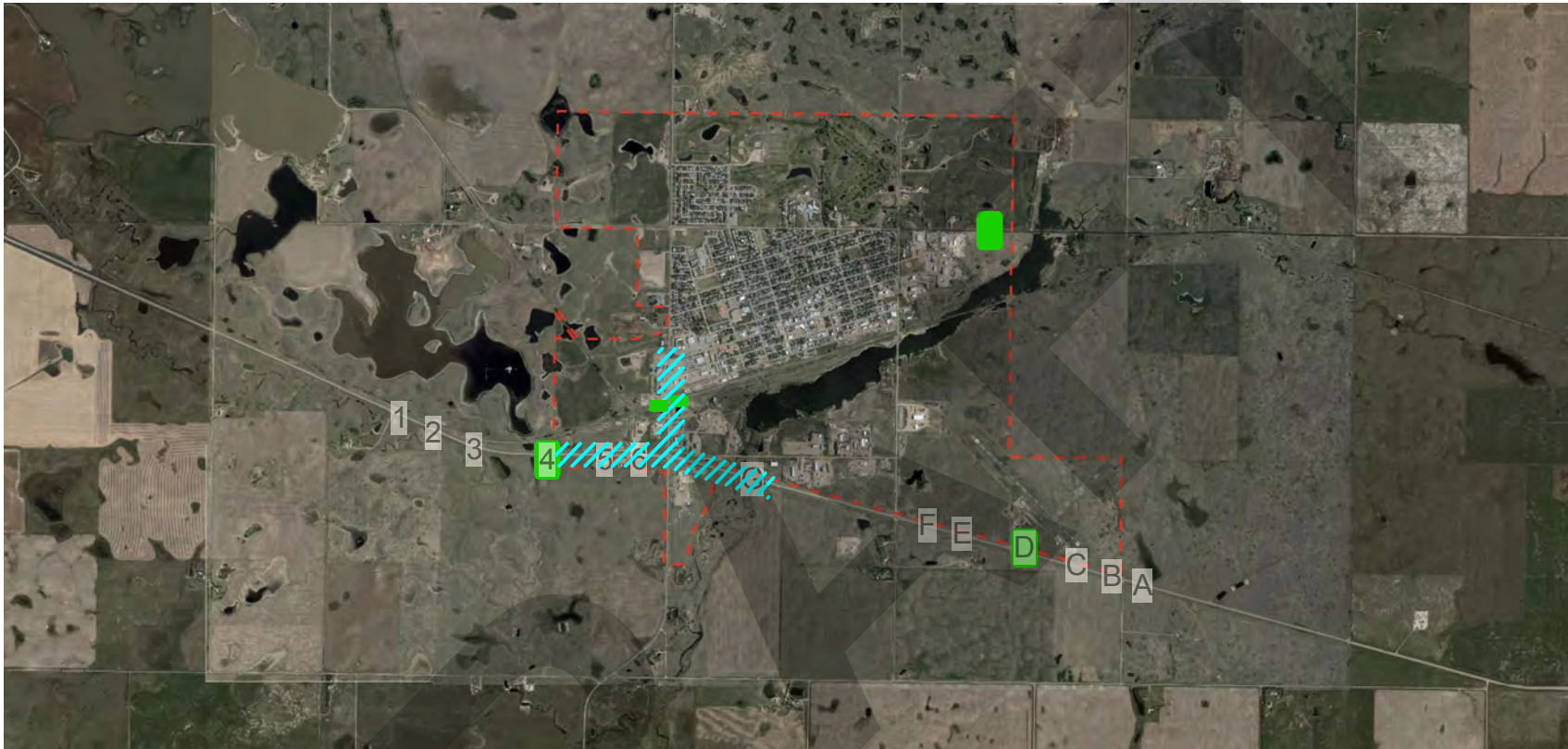
Indicating that a whole community lies beyond the Timmy's can be accomplished by installing a gateway feature at the intersection of the former railway tracks and Palliser Trail. The gateway will be part of the sequence of signs that create Hanna's main entrance.




Installing two tall signs, one on either side of Palliser trail, will suggest a gateway that intrigues visitors to explore what lies beyond.

The gateway could be installed where the railway tracks formerly crossed Palliser Trail. The Chamber of Commerce advertising sign is almost in this location, and the Town should explore ways to make the Chamber sign fit with the new look of the entrance.



Figure 97. Concept for Palliser Trail gateway near the former railway tracks



-  monument sign replacement
-  gateway signs to frame entrance to Hanna
-  enhanced boulevard landscape zone

Signage and Wayfinding: proposed gateway signage for main entrance

Downtown Entrances

Hanna's downtown is not adjacent to Palliser Trail or Pioneer Trail, which makes it invisible from those major access roads. A gateway that can be seen from farther away would alert visitors to the presence of the downtown, and create a distinguishable boundary for the downtown businesses. As there is still room for development within the downtown, there would not be the need to expand the existing downtown footprint to encompass additional blocks at this time.

Downtown Gateway

The character of the downtown can be created by tying in the gateway with the pedestrian-scale lights and decorations (hanging baskets or banners). The line of street lights and decorations would be visible from a distance and reinforce the identity of the downtown. Extending the line of hanging baskets or banners into the transition zone adjacent to the downtown core will unify the streetscape to create an attractive transition between Palliser and Pioneer Trails and Main Street.

A suggested location for the gateway element is at the start of Main Street, half a block before 2 Street W.



Town-owned Points of Interest

Signage that looks consistent can be used to mark Town-owned points of interest. This consistency will communicate the importance of the building or park, and provide a consistent look and feel that is easily recognizable.

Feedback obtained through engagement indicates that a standalone sign is the preferred option for branding of public buildings. The concept presented for feedback was similar in style to the preferred monument entrance sign.

Sometimes a standalone sign does not fit into the context, or additional clarity is required as to the particular building that is being signed. Thus, two options for signage of Town-owned points of interest are proposed: standalone and wall mounted.

Since many Town-owned points of interest already have signs, the sign option selected will replace the existing sign and depend on the existing infrastructure.

Design Considerations

Signs that announce the name or function of a facility should be readable from the sidewalk and drive lane in all seasons from multiple angles. Standards for minimum text heights should be followed. A high contrast between the text and the sign colour is important for legibility.

Standalone signs have the potential to get buried by snow and become useless in the winter. Siting is important. Signs that face into the prevailing winds are more likely to get covered with snow during a winter storm. Signs that are too close to a walkway might be buried by snow thrown during snow shovelling or snow blowing.

Standalone Sign

Two standalone sign designs are presented. There are instances where the solid Type 1 standalone sign might not be appropriate, for example at entrances to town parks. The choice for sign type will depend on the context.

Type 1 solid base standalone

The Type 1 standalone sign should be mounted on a concrete base or concrete footings. These types of standalone signs fit into the landscape context of larger facilities such as the arena.



Figure 98. Type 1 solid base standalone sign concept to identify Town-owned facilities

Type 2 wood post standalone sign

The second type is mounted on wood posts and suitable for parks.



Figure 99. Type 2 wood post standalone sign for parks

Wall Sign

Wall signs should be affixed to exterior walls in close proximity to the main building entrance. The bottom of the sign should be at or just above eye height. Of course, context is important. The sign should be located where it is visible from the street, not hidden behind vegetation. Evaluate the surroundings before placement. For example, will the sign still be visible when that tree in front of it gets bigger?

In some circumstances, it makes sense for visibility to place a sign near the top of a building. Signs at a greater height will need to be larger to ensure good legibility.

For existing facilities, it might be more cost effective to replace the current sign in the same location. A condition evaluation should be undertaken, and priority given to replacing signs that are in poor shape. "Box signs" could have the Lexan sheets replaced, or be converted to wall signs and down lit with attractive light fixtures.



Figure 100. Wall sign concept based on engagement input

Locations

Asset that could be marked by signs are as follows.

1. Winkler Park
2. Robert Rowden Diamond
3. J. C. Charyk School
4. Hector King Hunter Park
5. Community Centre
6. Arena & Curling Rink
7. Centennial Place
8. RCMP Park
9. Triplex & Soccer Fields
10. Visitor Information Centre
11. Municipal Airport
12. Memorial Park
13. Wes James & Earl Ness Diamond
14. Swimming Pool
15. Public Parking

Directional Wayfinding

Directional signs that point visitors to points of interest make the community more understandable and navigable.

Grouping several destinations on one, clearly legible sign conveys the importance of the destinations and makes subsequent signage easier to notice.

The proposed directional signs are intended to provide information to both motorists and pedestrians. A map mounted on the signpost is intended for pedestrian use, and the larger panel that lists destinations and indicator arrows is intended for motorists.

To support the focus on celebrating and curating Hanna's main entrance, priority should be given to directional wayfinding signs that lead visitors from the entrance to the downtown and other points of interest. Once the main entrance program is established, wayfinding for visitors from other directions can be implemented.

Design Considerations

Wayfinding signs should be located in advance of intersections, to give drivers time to make decisions. The distance between the sign and the intersection is determined by the speed limit and size of the road.

The text on the sign panels needs to be legible from a driver's perspective.

The pedestrian map should include the information necessary for wayfinding, and exclude extraneous details. The map should be easy to read at a glance, and include context information including a north arrow.

The posts on which the signs are mounted are an integral part of the design and contribute to its character. Signs should not be mounted on other posts.

Wayfinding Signs

The preferred directional sign was the option that showed a hanging basket. It is not clear whether the flowers were the preferred element of this design. Self-watering hanging baskets are an option for the wayfinding signs, or banners can hung on the post instead of the basket.

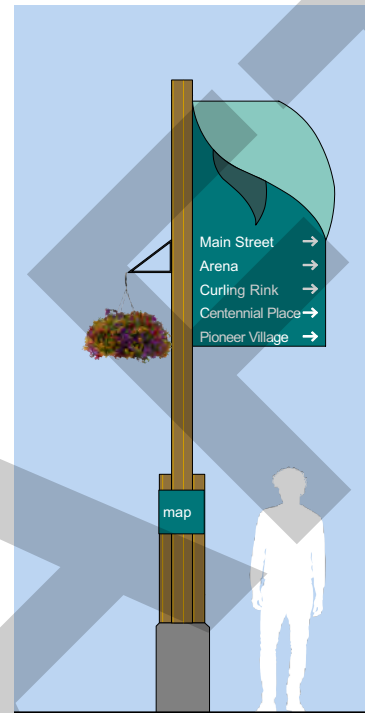


Figure 101. Directional wayfinding signage

Assets

The assets that would benefit from being included on directional signs are as follows.

1. Golf & Country Club
2. Hanna & District Health Care Complex
3. Triplex & Soccer Fields
4. Seniors' Lodge and Seniors' Manor
5. Community Centre
6. Arena & Curling Rink
7. Centennial Place

8. Swimming Pool
9. Roundhouse
10. CN Reservoir
11. Visitor Information Centre
12. ATV & Dirt Bike track
13. Municipal Airport
14. Wes James & Earl Ness Diamond
15. Pioneer Village & Museum
16. Public Parking Lot
17. Downtown
18. Royal Canadian Legion

Locations

Potential locations for placement of wayfinding signs are identified on the map on the next page. Signs should lead a visitor through the town to a desired destination, providing advance warning of upcoming turns. Signs should be replaced promptly if damaged.

Locations for directional signage are prioritized based on the two-pronged approach of celebrating Hanna's main entrance and emphasizing wayfinding in the downtown area. The priorities are marked by a "1" or "2" on the following map. The first priority is to create a cohesive main entrance to the town and downtown. Second priority is for directional signs for visitors entering from secondary entrances.

Decluttering must take place at the same time new directional wayfinding signs are installed. Existing directional signage must be taken down.



legend

- approximate location for wayfinding sign; number indicates priority installation based on celebrating Hanna's main entrance and prioritizing the downtown

Directional wayfinding signages: potential locations

Wayfinding Design Guidelines

Policy 4.11 in the MDP states that “commercial development shall require a high standard of aesthetics and appearance with appropriate landscaping of the boulevard and business frontage area as determined by the development authority to establish a positive visual image of the Town of Hanna.” These guidelines are intended to provide guidance to achieve the high standard aspirations of the MDP.

The Town of Hanna owns land along Highway 9. As per section 4.9 of the MDP, revitalization of the commercial corridor is a Town priority. Redevelopment ideas to create a more welcoming landscape are included in the guidelines.

Guidelines

Location

1. Signs are not be cluttered by other signs.
 - a. Establish a “no advertising sign” zone around monument signs.
 - i. Along the highway, 125 metres in advance and 125 metres beyond the monument sign should be kept clear of advertising signs.
 - b. Place wayfinding and directional signs away from existing advertising signage.
 - c. Establish a “no advertising sign” zone around directional signs.
 - i. Within the town, 25 metres in advance and 25 metres beyond the directional sign should be kept clear of advertising signs.

Highway Commercial Land Use

2. All parcels adjacent to Palliser Trail shall have curbs in good condition.
3. Boulevards are to contain grass. No gravel is permitted in boulevards.
4. Boulevards are to be maintained in good condition with minimal weeds.
5. Actual driveways must be established to prevent vehicles from being driven over the boulevards.
6. Heavy planters with seasonal displays are recommended to mark

driveway edges.

7. Driveways must be paved at least to the property line.

Revitalizing Town-owned Lands Adjacent to the Highway

8. Establish a Town-owned tree nursery that produces locally hardy street trees for Hanna and surrounding municipalities.
9. Create a picnic area containing a tree-lined interpretive pathway. Being visible from the highway, this might induce families to stop and visit. The picnic area could be sited close to the Visitor Information Centre which has the added feature of selling ice cream during the summer months.

Implementation and Recommendations



Introduction

This section recommends a framework for implementing the three development plans. Each development plan has its own timeline that will be dependent on Council direction and available funding.

Considering the overall scale of the upgrades, revitalization, and new construction that has been identified and conceptualized for the community, phasing of the work is a prudent approach to accomplishing the final objectives.

The “break out” of phases presented here provides a good starting point for planning and detailing specific tasks and areas that need to be included within assigned budget limits. Therefore, this provides a more general identification of which areas and which uses are included in each phase.

It is important to note that the budget amounts in the accompanying preliminary costing document are “order of magnitude” estimates for each phase, and include the upgrade and beautification work that have been recommended in the development plan sections of this report.

Organization Development: positioning for growth

Public and organizational feedback clearly supports a vision that sees revitalization and beautification. The achievement of such goals lies in the harmonization and strengthening of stakeholder relationships.

While each of these organizations carry out individual mandates, they share responsibilities in responding to issues that impact the Town and regional community. A combined approach by all involved – a “community development” approach can often expedite worthy solutions to such challenges.

One of the major needs identified in this report relates to the improvement of public amenities. Of significant importance is the concurrent development of community organization infrastructure to support expanded opportunities.

The Town of Hanna must lead community development restructuring since they maintain the mandate for planning overall growth of the municipality and will likely become the predominate provider of major revitalization initiatives. Consideration needs to be given to community development and community collaboration.

Community Development

The Town should dedicate resources to engage expertise to coordinate and provide leadership and organization development opportunities. This would include such initiatives as the preparation of the capital program, promotion and implementation of the Development Incentive Policy, and financing. Community

development creates synergies between organizations with complimentary missions to achieve common objectives.

Community Collaboration

The Town should formalize the provision of opportunities for Administration to collaborate on a regular ongoing basis with the CCEDC, Hanna Chamber of Commerce, and downtown businesses for the design, development, and implementation of a revitalization program and provision of community programs and services. Such initiatives should include the opportunity for staff to involve community stakeholder organizations at all levels within the revitalization program.

Main Street Implementation Plan

Process

As per policy 4.2 of Hanna's MDP, "downtown revitalization shall be a Council priority in association with the Chamber of Commerce and other interested economic development groups and agencies."

Ideally, the phasing for Main Street projects would be built on the framework provided by approved capital cost construction project for the next 18-24 months. However, there are no projects that have obtained capital commitment at present. Typically, the Town of Hanna conducts a large-scale construction project every three years; the last was in 2020. A number of factors contribute to the lack of approved projects at this moment, including the municipal and federal elections.

In absence of a framework provided by a capital plan, the phased approach provides flexibility in setting priorities and allows the Town to respond to outside sources of funding as it becomes available.

Each phase can encompass one or more years. For example, the temporary streetscape improvement measures can be installed for one summer, or for consecutive summers, as budgets and funding dictate.

The roots of the Main Street revitalization project can be traced back to the Coal Transition Strategy, the Impact Study, the Asset Mapping and Opportunities Study, and the Tactical Plan. Most recently, the Town applied for funding from the Federal government in July 2021 under Canada's Community Revitalization Fund to drive post-pandemic recovery. The funding program was aimed at getting shovels in the ground on Main Street revitalization projects to stimulate local and regional economic activity. Securing funding under this grant would accelerate the implementation strategy.

Phase 1

1. Adopt the Main Street Storefront Design Guidelines as policy.
2. Promote the Development Improvement Policy.
3. Demolish noncontributing buildings in the downtown (demolition and development project).
4. Plan and implement stage 1 of the Main Street Development Plan.
 - a. Develop construction drawings for the size and location of the

intersection bump outs, locations of site elements, site furniture, etc.

- b. Install stage 1 in April or May in preparation for the summer season. Remove on-street elements in October, if required.
 - c. Create temporary intersection bump outs with paint, bollards, and planters.
 - d. Install site furniture in temporary bump outs: benches, planters, litter cans, recycling containers, table and chair sets.
 - e. Install wind screens around the gathering areas.
 - f. Coordinate with a local contractor or artist to create a stage area on an empty downtown lot: The Stage.
 - i. Promote The Stage as a venue that can be used by local recreation and arts groups.
 - ii. Program and activate The Stage during night markets, festivals, and other events.
 - g. Coordinate with a local contractor or artist to build a parking spot pop up gathering spot.
 - i. Install near a café or restaurant to provide street front patio space.
 - h. Install string lights on a wire between existing street light poles along Main Street.
 - i. Arrange to have street art painted on a crosswalk or sidewalk.
 - j. Establish mid-block crosswalks
 - i. Repaint the Legion crosswalk and establish no parking areas beside the crosswalk.
 - ii. Paint a mid-block crosswalk at the post office.
 - iii. Install heavy planters or plastic delineators to mark the mid-block crosswalks.
 - k. Purchase, plant, and install self-watering hanging baskets on the street light poles along Main Street.
 - l. Maintain and water vegetation in hangings baskets and planters.
5. Monitor and evaluate phase 1.

- a. Monitor and evaluate use of the intersection bump out gathering areas, The Stage, parking spot pop up gathering spots, and mid-block crosswalks.
- b. Develop recommendations for improvements or enhancements.

Phase 2

1. Secure funding for the Main Street utility replacement and streetscape improvement projects.
2. Plan for stage 2 of the Main Street Development Plan.
 - a. Review recommendations from the monitoring and evaluation of phase 1.
 - b. Develop construction drawings for the size and location of the intersection bump outs, locations of site elements, site furniture, etc.
 - c. Work with Atco to replace the street lights.
3. Install stage 2 of the Main Street Development Plan as per the construction drawings.
4. Maintain and water vegetation in hanging baskets and planters.
5. Monitor and maintain site furniture and site elements in good condition.
6. Maintain litter cans and recycling containers.
7. Continue to program and activate The Stage.

Phase 3

1. Monitor and evaluate use of the gathering areas.
 - a. Repair and replace site furniture as required.
 - b. Install additional site furniture as required.

Community Streetscapes Implementation Plan

The Community Streetscapes project is intended to enhance Hanna's residential areas for current and future residents. The elements identified in the design, e.g., seniors' amenity zones and community gathering areas, can be implemented one by one throughout the community as funding allows.

Process

Council must determine the highest priority items and identify where they can fit in with anticipated capital expenditures. For example, identification of seniors' amenity zones can help prioritize sidewalk replacement projects within the planned sidewalk replacement program.

The design contains discrete elements that can be prioritized based on Town Administration identification, resident input, or Council priority. The order of magnitude costing contained in the appendix is grouped by project to provide an idea of how much funding each project might require.

1. Adopt the Community Design Guidelines as policy.
2. Establish priorities for community streetscape development
3. Select a project and do consultation with the community and nearby neighbours.
4. Assign capital budget spending.
5. Secure additional funding if required. Sources could include government grants and donations from the local community.
6. Develop construction drawings for the selected community streetscape development project.
7. Implement the selected community streetscape development project.
8. Incorporate the project into Town operational and maintenance budgets and routines.

Signage and Wayfinding Implementation Plan

The implementation of the Signage and Wayfinding Development Plan is based on already-secured funding from Western Economic Diversification.

Process

Phase 1

1. Adopt the Wayfinding Design Guidelines as policy.
2. Finalize sign designs with consultants and create construction drawings.
3. Replace all monument signs.
4. Implement main entrance project.
 - a. Upgrade electronic sign.
 - b. Install gateway sign.
 - c. Plant locally-hardy trees and shrubs; maintain.
5. Implement first stage of directional wayfinding signage project.
 - a. Remove existing directional signs to reduce clutter.
 - b. Install new directional signs.
 - c. Maintain vegetation in hanging baskets.
6. Implement Town-owned signage project.
 - a. Replace existing facility signage.
 - b. Install facility or park signage where there is none currently.

Phase 2

7. Implement second stage of directional wayfinding signage project.
 - a. Remove existing directional signs to reduce clutter.
 - b. Install new directional signs.
 - c. Maintain vegetation in hanging baskets.

Implementation Considerations

A Community Development Plan of this sort cannot be conducted in a comprehensive fashion without primary consideration given to the impact such a development program will have upon the individuals and organizations it will serve.

In much the same way as financing, these developments can only occur through partnerships.

An important part of the implementation process will be continued discussions with stakeholder organizations, the private sector, CCEDC and Special Areas to ensure strategic and collaborative solutions are developed.

It is clear that program demands cannot be entirely met within the existing infrastructure of the Town of Hanna. The urgent need to implement a lifecycle replacement program and revitalization of existing amenities position these development plans as priorities over both the short-term and long-term. The Town of Hanna will require additional capital and operational resources to support community revitalization.

Future Considerations

How to position the Town of Hanna for revitalization, what to develop and when to build are questions that this Community Development Plan attempts to answer. Much depends upon the financial capability of Hanna to work with the CCEDC, Special Areas, local groups and organizations to support the capital costs associated with revitalization. Both will impact upon residents and their willingness to take part in community fundraising and to accept possible increases in taxes for capital borrowing and operations.

What to build has been clearly defined through the engagement process of the public and user organizations and this has been reflected in component development plans for main street, community development, signage and wayfinding. However, what is demanded and what is realistic over the short-term depends on affordability. This is directly related to the growth of a sufficient market (threshold) to pay for the cost of annual operations, in addition to any debt servicing costs related to construction.

In Hanna, this market is a moving target. Growth in population has become problematic and care must be taken to right-size development today that will accommodate future population within a planning horizon of 30 years. At this time, Hanna and its partners are in a position to advance the preliminary concepts identified in the plans to a functional design stage. This needs to be coupled with a three to five year investment strategy in preparation for revitalization additions. In this regard, when to build relates to agreement among each of its partners to proceed to the next phase beginning in 2021/2022.

DRAFT

Appendix



Background

The Community Development Plans contain the planning work that will allow the Town and CCEDC to be prepared with prioritized capital projects when grant programs are announced. The preliminary costing estimates in this appendix will assist the Town of Hanna and CCEDC to prepare grant applications to fund the projects contained in this report.

Before the Community Development Project was completed, an opportunity arose for the Town and CCEDC to apply for a grant for Main Street revitalization funding from the Canada Community Revitalization Fund, administered by Western Economic Diversification Canada. A briefing note was prepared that outlined progress on the project to date and contained a preliminary cost estimate. The grant application is included here to provide a picture of potential funding sources. Decisions on funding under this program were put on hold when the federal election was called.

The cost estimates included in this section are to be understood within context:

- Costs are order of magnitude only.
- Estimated order of magnitude costs reflect the high costs of construction materials the world is currently experiencing
- Final costs will be determined when bids are received on the project work.

~there is still some work to be done to reconcile the costs with the staged Main Street drawings

Town of Hanna Community Development

DRAFT

Prepared by Mark Nikota
Economic Development Manager

July 19, 2021

Outline

Introduction

Community Development (including downtown revitalization and signage)

Infrastructure Requirements

Demolition Project

Budget and Sources of Funding

Summary and Request

References

Introduction

The Town of Hanna Community Development plan is a combination of current initiatives that support economic development in the town. The background for this plan includes a number of previous works starting with the Urban Systems Impact study in 2016 and continuing to the most recent Cactus Corridor Demolition and Development Project in June 2021. Along the way a number of plans and community initiatives have led the town to this practical project.

Community Development (from the Cactus Corridor Economic Revitalization Strategy, March 2020)

The Community Development project will create a vision of the entire urban environment for the town with specific design and engineering plans. It will define public, semiprivate and private spaces and public amenities (a visual concept including plans with specifics such as trees, benches, coffee shops, etc). It will determine the mix of uses and their physical relationships (such as mixing residential and commercial spaces to accommodate a variety of development) to support other initiatives and it will engage the local community and act as a consensus builder to get buy in from the public as plans and actions emerge.

Included in the development will be a specific downtown revitalization concept with a number of smaller actions (such as benches and boulevards) and a working partnership with area property owners. It will also identify, through engineering, the cost to overhaul infrastructure including water, sewer, sidewalks and pavement, which will be a priority as further funding becomes available.

The project will also include the replacement of signage throughout the community (as well as the two main entrances to town) to provide a consistent visual look and appeal to people from both in and out of town.

The project goal is to bring the community (residents, businesses, and environment) a consistent theme and to have it become an attractive and inviting place to locate.

Implementation: There are three distinct asks of this project. The first would be an RFP to be completed by an outside consultant to complete a planning document which will identify the design and development of the entire community. The second is a downtown planning and infrastructure document with engineering costs. The third is a replacement of existing signage. The plans would be a one time expense occurring in the first and second years of the initiative and are based on consultant estimates. The signage would occur in the second year of the initiative; costs are estimated quotes and would be a cost share with the Town of Hanna.

Update as of July 19, 2021

An RFP for consulting services was issued on August 1, 2020 to support the community development project. A contract was entered into with 818 Studios (the consultant) on December 1, 2020 to provide a community, main street and signage replacement document. A summary draft of their findings was provided to Cactus Corridor on July 14, 2021 to outline their initial findings including a preliminary budget. A final report, that will include detailed streetscapes, downtown planning and signage designs and locations, is expected in early fall 2021. This final report will guide the execution of the project anticipated to start late in 2021 for construction in 2022.

Financial Considerations

- Planning and Assessments \$135,000
- Main street and seniors gathering space \$524,648
- Streetscapes \$249,248
- Signage \$401,660

Infrastructure Requirements

As part of the downtown portion of the strategy, a number of infrastructure upgrades will need to be completed as it makes little sense to upgrade the visible portion of the downtown core without first repairing and upgrading the basic, underground infrastructure. In support of this project, MPE Engineering supplied an infrastructure estimate with costs for main street revitalization. Formal engineering and planning for this project will start as soon as funding is secured, anticipated in later 2021. Construction, including infrastructure and above ground work is expected to be completed in 2022.

Financial Considerations

- Water line replacement \$593,180
- Sewer line replacement \$733,520
- Road repairs \$1,260,150
- Sidewalk replacement \$1,787,532
- Contingency \$300,000
- Professional fees \$189,969

Demolition Project (from the Cactus Corridor Demolition and Site Remediation RFP, June 2021)

Cactus Corridor Economic Development Corporation is embarking on a demolition project to spur economic growth and stimulate future projects focused on attracting visitors, residents and businesses to our region. In order to accomplish this goal, site remediation in the Town of Hanna is required.

Update as of July 19, 2021

The demolition RFP was posted on July 7, 2021 with an expected response for tenders of July 23, 2021. When funding is secured and a contract awarded, demolition is expected to take place in the fall of 2021.

Financial Considerations

- Estimated cost for demolition \$500,000

Budget and Sources of Funding

<u>Budget Item</u>	<u>Amount</u>	<u>Funding Source</u>	<u>Amount</u>
Community Development - Total	\$1,310,556	WD Combined Funding	\$1,260,556
		Town of Hanna Funding	\$50,000
Planning & Assessment Consultant Fees	\$135,000	WD CCTI project #18696 (4)	\$135,000
Main street & seniors gathering space (1)	\$524,648	WD CCRF grant application (75%) (5)	\$393,486
		WD CCTI project #18696 (25%) (4)	\$131,162
Streetscapes (1)	\$249,248	WD CCTI project #18696 (4)	\$249,248
Signage (1)	\$401,660	WD CCTI project #18696 (6)	\$50,000
		Town of Hanna	\$50,000
		WD CCTI project #18696 (4)	\$301,660
Infrastructure Requirements - Total	\$4,864,351	WD Infrastructure Request (75%) (7)	\$3,648,263
		Town of Hanna (25%)	\$1,216,088
Water line replacement (2)	\$593,180		
Sewer line replacement (2)	\$733,520		
Road repairs (2)	\$1,260,150		
Sidewalk replacement (1)	\$1,787,532		
Contingency (2)	\$300,000		
Professional fees (2)	\$189,969		
Demolition Project – Total (3)	\$500,000	WD CCTI project #15835 (redirected funds) (8)	\$200,000
		Town of Hanna	\$300,000
Total Project Budget	\$6,674,907	WD CCTI approved funding total (16%)	\$1,067,070
		WD CCRF grant application (5%)	\$393,486
		WD Infrastructure Request (55%)	\$3,648,263
		Town of Hanna contribution total (24%)	\$1,566,088

Budget Notes

- 1 – 818 Studio Hanna Community Development Project
- 2 – MPE 2nd Ave Infrastructure and Road Rebuild Estimate
- 3 – Demolition expenses are estimated; tenders are expected by July 23, 2021
- 4 – WD CCTI project #18696 approved (Hanna Community Development category)
- 5 – Canada Community Revitalization Fund application pending
- 6 – WD CCTI project #18696 approved (Hanna Community Development signage category)
- 7 – WD CCTI Infrastructure Fund (new request)
- 8 – WD CCTI project #15835 request to redirect funds pending

Summary and Request

This plan is a comprehensive initiative that brings together a number of smaller projects to boost community and thus economic development in the Town of Hanna. It is expected that community development will support our three main goals of bringing business, residents and visitors to the town and thus the region. In support of this initiative, we are asking for an investment from Western Economic Diversification as outlined above.

References (available upon request)

1. Urban Systems. October 2016. The Impact of the Closure of the Sheerness Mine and Sheerness Generating Station.
2. Urban Systems. January 2017. Cactus Corridor Asset Mapping and Opportunities Study.
3. Mark Nikota. March 2019. The Effects of Provincial Government Policy on Rural Sustainability: Hanna and the Climate Leadership Plan and the Retire to Hanna Strategy.
4. 13 Ways Inc. December 2019. The Way Forward Playbook.
5. Cactus Corridor. March 2020. Cactus Corridor Economic Revitalization Strategy.
6. Cactus Corridor. August 2020. Request for Proposal: Consulting Services for Hanna Community Development.
7. Cactus Corridor. June 2021. Demolition and Development Project.
8. Cactus Corridor. July 2021. Invitation to Tender: Building Demolition and Site Remediation in the Town of Hanna.
9. MPE Engineering. July 2021. 2nd Ave Infrastructure and Road Rebuild Estimate.
10. Eight One Eight Studio. July 2021. Hanna Community Development Project.

**Main Street Revitalization
 Hanna, Alberta**

Order of magnitude estimate of probable costs

no.	section	item	details	unit	unit price	stage 1		stage 2		stage 3		subtotal
						quantity	cost	quantity	cost	quantity	cost	
1.0 site furniture for Main Street gathering areas												
	.1	bench	Maglin 1200	each	\$2,510.00	8	\$20,080.00	5	\$12,550.00	16	\$40,160.00	\$72,790.00
	.2	table and chair set	Landscape Forms, Carousel table with three backed chairs	each	\$3,435.00	6	\$20,610.00	12	\$41,220.00	4	\$13,740.00	\$75,570.00
	.3	table and chair set	Paris, Bistro table with games board and two backed chairs	each	\$3,615.00	6	\$21,690.00	12	\$43,380.00	4	\$14,460.00	\$79,530.00
	.4	self-watering planter	Urbanscape, Uptown 34 inch diameter and height, graphite colour	each	\$410.00	12	\$4,920.00	20	\$8,200.00	20	\$8,200.00	\$21,320.00
	.5	heavy planter	Landscape Forms, Plaza planter, wood, 159 gallons, 48in x 48in x32in	each	\$5400.00	10	\$54,000.00	20	\$108,000.00	6	\$32,400.00	\$194,400.00
	.6	wind screen	Maglin Flexx screen, 4'wide x 6'high, summit pattern, surface mount, (3 at \$2340 each)	unit	\$7,020.00	6	\$42,120.00	6	\$42,120.00	6	\$42,120.00	\$126,360.00
	.7	litter can	Landscape Forms, Generation 50	each	\$1,725.00	6	\$10,350.00	12	\$20,700.00	5	\$8,625.00	\$39,675.00
	.8	recycling container	Landscape Forms, Metro 40 collect (recycle hole top)	each	\$2,835.00		\$0.00	12	\$34,020.00	11	\$31,185.00	\$65,205.00
	.9	bike rack	Landscape Forms, Loop	each	\$540.00		\$0.00	8	\$4,320.00	10	\$5,400.00	\$9,720.00
			subtotal				\$173,770.00		\$314,510.00		\$196,290.00	\$684,570.00
2.0 Main Street infrastructure												
	.1	excavation	removal of concrete sidewalks, dispose offsite - covered under utility replacement project	m2	-		-	3,366	-		-	-
	.2	concrete work	sidewalk with low rolled curb, c/w curb cuts at each crossing, includes all sub base prep - covered under utility replacement project	m2	-		-	4,926	-		-	-
	.3	brandon elm	50mm caliper, balled + burlapped, includes excavation, staking, planting mix, and 100 mm depth of bark chip mulch in wells	each	\$500.00		\$0.00	50	\$25,000.00		\$0.00	\$25,000.00

Main Street Revitalization
 Hanna, Alberta

Order of magnitude estimate of probable costs

no.	section	item	details	unit	unit price	stage 1		stage 2		stage 3		subtotal
						quantity	cost	quantity	cost	quantity	cost	
	.4	tree grate	Trojan industries CNK-48 grate plus TGF frame	each	\$3,125.00		\$0.00	50	\$156,250.00		\$0.00	\$156,250.00
	.5	irrigation	irrigation system design and install	ls	\$75,000.00		\$0.00	1	\$75,000.00		\$0.00	\$75,000.00
			subtotal				\$0.00		\$256,250.00		\$0.00	\$256,250.00
3.0	site elements for Main Street character and safety											
		pedestrian light	Landscape Forms, Ashbery	each	\$3,828.00		\$0.00	16	\$61,248.00		\$0.00	\$61,248.00
		solar-powered pedestrian light	Fonroche, Lekla	each			\$0.00		\$0.00		\$0.00	\$0.00
		concrete base	concrete base for light pole	each	\$1,000.00		\$0.00	16	\$16,000.00		\$0.00	\$16,000.00
		string lights	strung on wire between existing light poles	lm	\$6.00	930	\$5,580.00		\$0.00		\$0.00	\$5,580.00
		hanging basket	Urbanscape, Breeze model, self-watering, 2 per light pole, c/w brackets	each	\$430.00	32	\$13,760.00	32	\$13,760.00		\$0.00	\$27,520.00
		The Stage	wood stage, concrete block foundation at grade, electrical supply	each	\$15,000.00	1	\$15,000.00		\$0.00		\$0.00	\$15,000.00
		street art	paint for one street art sidewalk mural, to be painted by volunteers	each	\$700.00	4	\$2,800.00		\$0.00		\$0.00	\$2,800.00
		parking spot pop up gathering spot	custom made by a local contractor, design/build	each	\$8,000.00	2	\$16,000.00		\$0.00		\$0.00	\$16,000.00
		bollard	Paris, 8 inch decorative bollard	each	\$660.00		\$0.00	36	\$23,760.00		\$0.00	\$23,760.00
		plastic delinator	temporary installation for safety	each	\$80.00	300	\$24,000.00		\$0.00		\$0.00	\$24,000.00
			subtotal				\$77,140.00		\$114,768.00		\$0.00	\$191,908.00
5.0	mid-block crosswalk											
	.1	paint	paint for striping "no parking" areas	ls	\$100.00	1	\$100.00		\$0.00		\$0.00	\$100.00
	.2	plastic delinator	temporary installation for safety	each	\$80.00	20	\$1,600.00		\$0.00		\$0.00	\$1,600.00

Main Street Revitalization
Hanna, Alberta

Order of magnitude estimate of probable costs

no.	section	item	details	unit	unit price	stage 1		stage 2		stage 3		subtotal
						quantity	cost	quantity	cost	quantity	cost	
	.3	street art	paint for one street art crosswalk mural, to be painted by volunteers	each	\$700.00	2	\$1,400.00		\$0.00		\$0.00	\$1,400.00
	.4	heavy planter	Landscape Forms, Plaza planter, wood, 159 gallons, 48in x 48in x32in	each	\$5400.00		\$0.00		\$0.00	6	\$32,400.00	\$32,400.00
			subtotal				\$3,100.00		\$0.00		\$0.00	\$35,500.00

sub total	\$254,010.00	\$685,528.00	\$196,290.00	\$1,168,228.00
construction cost	\$101,604.00	\$274,211.20	\$78,516.00	\$467,291.20
professional fees	\$17,780.70	\$47,986.96	\$13,740.30	\$81,775.96
10% contingency	\$25,401.00	\$68,552.80	\$19,629.00	\$116,822.80
grand total	\$398,795.70	\$1,076,278.96	\$308,175.30	\$1,834,117.96

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Community Revitalization
Hanna, Alberta

Order of magnitude estimate of probable costs

no.	section	item	details	unit	unit price	quantity	cost
1.0		community intersection—includes all four corners					
	.1	demolition	site demolition, excavation, disposal off-site	ls	\$5,000.00	1	\$5,000.00
	.2	fencing	site security fencing, includes maintenance	lm	\$10.00	120	\$1,200.00
	.3	raised crosswalk	asphalt raised crosswalk, 3m wide, with sub base and prep	lm	\$380.00	60	\$22,800.00
	.4	tactile indicator	installed on each curb cut	each	\$625.00	8	\$5,000.00
	.5	zebra crossings	paint crossing stripes on all four sides of intersection	each	\$500.00	4	\$2,000.00
	.6	traffic sign	sign indicating speed hump c/w concrete pile	each	\$450.00	4	\$1,800.00
subtotal							\$37,800.00
construction costs							\$15,120.00
professional fees							\$3,780.00
10% contingency							\$3,780.00
total							\$60,480.00

2.0		community sidewalk—one long block, one side of the street					
	.1	demolition	site demolition, excavation, disposal off-site	ls	\$7,000.00	1	\$7,000.00
	.2	fencing	site security fencing, includes maintenance	lm	\$10.00	420	\$4,200.00

Community Revitalization
Hanna, Alberta

Order of magnitude estimate of probable costs

no.	section	item	details	unit	unit price	quantity	cost
	.3	sidewalk replacement	1.5m width, rolled curb, curb cuts in direction of travel	lm	\$430.00	200	\$86,000.00
	.4	sod	includes 100mm depth topsoil for area adjacent to sidewalk replacement	m2	\$50.00	100	\$5,000.00
	.5	boulevard tree	50mm caliper, balled + burlapped, includes excavation, staking, planting mix, and 100 mm depth of bark chip mulch in wells	each	\$500.00	40	\$20,000.00
subtotal							\$122,200.00
construction costs							\$48,880.00
professional fees							\$12,220.00
10% contingency							\$12,220.00
total							\$195,520.00

3.0 community street light improvements— one long block, one side of the street							
	.1	lighting	pedestrian-scale lighting located every 10 metres	each	\$4,620.00	20	\$92,400.00
	.2	concrete base	concrete base for light pole	each	\$1,000.00	20	\$20,000.00
	.3	electrical	electrical upgrades to add additional lights	lm	\$1,000.00	200	\$200,000.00
subtotal							\$312,400.00
construction costs							\$124,960.00
professional fees							\$21,868.00
10% contingency							\$31,240.00
total							\$490,468.00

4.0	seniors' amenity zone						
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Community Revitalization
Hanna, Alberta

Order of magnitude estimate of probable costs

no.	section	item	details	unit	unit price	quantity	cost
	.1	demolition	site demolition, excavation, disposal off-site	ls	\$5,000.00	1	\$5,000.00
	.2	fencing	site security fencing, includes maintenance	lm	\$10.00	200	\$2,000.00
	.3	bench	Custom Parks, Park series BR, recycled plastic, one bench every 30m, surface mounted	each	\$3,195.00	10	\$31,950.00
	.4	concrete	concrete pad for bench, includes sub base and prep	m2	\$130.00	60	\$7,800.00
	.5	hanging basket	Urbanscape, Breeze model, self-watering, 2 per light pole, c/w hanging brackets	each	\$430.00	150	\$64,500.00
	.6	self-watering planter	Urbanscape, Uptown 34 inch diameter and height, self-watering, graphite colour, two per bench	each	\$410.00	20	\$8,200.00
	.7	boulevard tree	50mm caliper, balled + burlapped, includes excavation, staking, planting mix, and 100 mm depth of bark chip mulch in wells	each	\$500.00	10	\$5,000.00
	.8	lighting	pedestrian-scale lighting located at each bench	each	\$4,620.00	10	\$46,200.00
	.9	concrete base	concrete base for light pole	each	\$1,000.00	10	\$10,000.00
	.10	electrical	electrical upgrades to add additional lights	lm	\$1,000.00	200	\$200,000.00
subtotal							\$380,650.00
construction costs							\$152,260.00
professional fees							\$26,645.50
10% contingency							\$38,065.00
total							\$597,620.50

5.0	seniors' amenity route—Hanna Lodge to Hector King-Hunter Pioneer Park						
	.1	demolition	site demolition, excavation, disposal off-site	ls	\$15,000.00	1	\$15,000.00

Community Revitalization
Hanna, Alberta

Order of magnitude estimate of probable costs

no.	section	item	details	unit	unit price	quantity	cost
	.2	fencing	site security fencing, includes maintenance	lm	\$10.00	800	\$8,000.00
	.3	bench	Maglin 1200, 6 benches on every block (2 on the long blocks, 1 on the short sides)	each	\$2,500.00	10	\$25,000.00
	.4	concrete	concrete pad for bench, includes sub base and prep	m2	\$130.00	10	\$1,300.00
	.5	sidewalk replacement	includes excavation, sub base prep, gravel, compaction, 150mm concrete sidewalk 2.0m wide, both sides of street to Hector King-Hunter Pioneer Park	m2	\$332.00	1200	\$398,400.00
	.6	sod	includes 100mm depth topsoil for area adjacent to sidewalk replacement	m2	\$50.00	150	\$7,500.00
	.7	lighting	pedestrian-scale lighting	each	\$4,620.00	20	\$92,400.00
	.8	concrete base	concrete base for light pole	each	\$1,000.00	20	\$20,000.00
	.9	electrical	electrical upgrades to add additional lights	lm	\$1,000.00	200	\$200,000.00
	.10	planters	one planter for every bench along seniors' amenity route	each	\$2,580.00	10	\$25,800.00
	.11	zebra crossings	paint crossing stripes on all four sides of intersection	each	\$500.00	7	\$3,500.00
	.12	scooter lane	painter scooter lane	lm	\$10.00	1050	\$10,500.00
subtotal							\$784,400.00
construction costs							\$313,760.00
professional fees							\$54,908.00
10% contingency							\$78,440.00
total							\$1,231,508.00

Community Revitalization
 Hanna, Alberta

Order of magnitude estimate of probable costs

no.	section	item	details	unit	unit price	quantity	cost
6.0	community gathering spot						
	.1	demolition	site demolition, excavation, disposal off-site	ls	\$2,000.00	1	\$2,000.00
	.2	fencing	site security fencing, includes maintenance	lm	\$10.00	30	\$300.00
	.3	concrete	concrete pad, including base material	m2	\$130.00	12	\$1,560.00
	.4	lighting	pedestrian-scale lighting	each	\$4,620.00	1	\$4,620.00
	.5	concrete base	concrete base for light pole	each	\$1,000.00	1	\$1,000.00
	.6	electrical	electrical upgrades to add additional lights	lm	\$1,000.00	10	\$10,000.00
	.7	hanging basket	Urbanscape, Breeze model, self-watering, 2 per light pole, c/w hanging brackets	each	\$430.00	2	\$860.00
	.8	self-watering planter	Urbanscape, Uptown 28 inch diameter and 30 inch height, self-watering, graphite colour	each	\$297.00	1	\$297.00
	.9	bench	Maglin 1200	each	\$2,500.00	1	\$2,500.00
	.10	litter can	Landscape Forms, Generation 50	each	\$1,725.00	1	\$1,725.00
	.11	boulevard tree	50mm caliper, balled + burlapped, includes excavation, staking, planting mix, and 100 mm depth of bark chip mulch in wells	each	\$420.00	2	\$840.00
subtotal							\$23,402.00
construction costs							\$9,360.80
professional fees							\$2,340.20
10% contingency							\$2,340.20

Community Revitalization
Hanna, Alberta

Order of magnitude estimate of probable costs

no.	section	item	details	unit	unit price	quantity	cost
total							\$37,443.20

7.0 Hanna Lodge walking loop							
.1	demolition	site demolition, excavation, disposal off-site	ls	\$4,000.00	1	\$4,000.00	
.2	fencing	site security fencing, includes maintenance	lm	\$10.00	200	\$2,000.00	
.3	asphalt trail	1.5 metre wide trail c/w compacted gravel base	lm	\$125.00	125	\$15,625.00	
.4	benches for Lodge trail	one bench every 30m	each	\$2,556.00	3	\$7,668.00	
.5	concrete	concrete pad, including base material	m2	\$130.00	12	\$1,560.00	
.6	sod	includes 100mm depth topsoil for area adjacent to asphalt pathway install	m2	\$30.00	190	\$5,700.00	
.7	lighting	bollard lights	each		13	\$0.00	
.8	electrical	electrical upgrades to add additional lights	lm	\$1,000.00	125	\$125,000.00	
subtotal							\$30,553.00
construction costs							\$12,221.20
professional fees							\$3,055.30
10% contingency							\$3,055.30
total							\$48,884.80

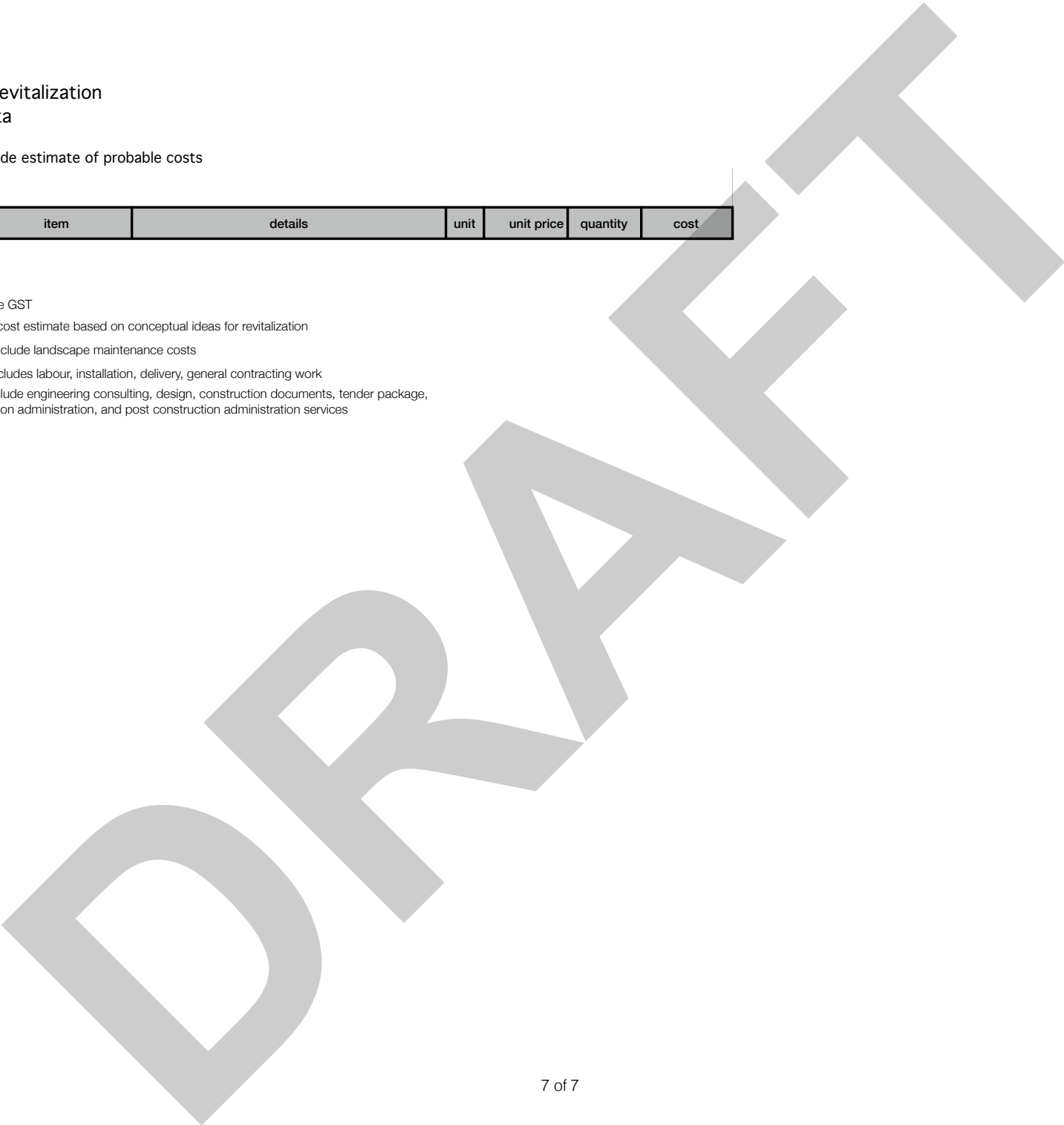
Community Revitalization
Hanna, Alberta

Order of magnitude estimate of probable costs

no.	section	item	details	unit	unit price	quantity	cost
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Signage and Wayfinding
Hanna, Alberta

Order of magnitude estimate of probable costs

no.	section	item	details	unit	unit price	quantity	cost
1.0		primary town entrance enhancements					
	.1	electronic sign upgrade	new panels with new logo	each	\$800.00	2	\$1,600.00
	.2	gateway	gateway signs along Palliser Trail at old railway tracks	each	\$29,000.00	2	\$58,000.00
	.3	shrub	min. 600mm height or width, includes excavation, 400mm depth planting mix	each	\$65.00	40	\$2,600.00
	.4	deciduous tree	balled + burlapped, includes excavation, staking, 1200mm depth planting mix	each	\$500.00	6	\$3,000.00
	.5	white gravel mulch	100mm depth mulch in planting beds	m2	\$160.00	2	\$320.00
			subtotal				\$65,520.00
2.0		monument signs					
	.1	monument sign for main entrance	wood and steel, approx. 3m wide, 6m tall, concrete base	each	\$45,000.00	1	\$45,000.00
	.2	monument sign for secondary entrance	wood and steel, approx. 2m wide, 5m tall, concrete base	each	\$35,000.00	2	\$70,000.00
	.3	shrubs	min. 600mm height or width, includes excavation, 400mm depth planting mix	lm	\$65.00	40	\$2,600.00
	.4	white gravel mulch	100mm depth mulch in planting beds	m2	\$160.00	2	\$320.00
	.5	deciduous tree	balled + burlapped, includes excavation, staking, 1200mm depth planting mix	each	\$500.00	15	\$7,500.00
			subtotal				\$125,420.00

Signage and Wayfinding
Hanna, Alberta

Order of magnitude estimate of probable costs

no.	section	item	details	unit	unit price	quantity	cost
3.0	downtown gateway						
	.1	gateway	wood post with angled arm on concrete base	each	\$12,000.00	2	\$24,000.00
	.2	hanging basket	Urbanscape, Breeze model, self-watering, 2 per light pole, c/w hanging bracket	each	\$430.00	4	\$1,720.00
			subtotal				\$25,720.00
4.0	type 1 standalone sign						
	.1	solid base standalone sign	steel sign, concrete and Longboard base c/w footings	each	\$12,500.00	2	\$25,000.00
	.2	sod	repair sod around sign installation, includes 100mm depth topsoil, estimate 4 m2 per sign	m2	\$50.00	4	\$200.00
							\$25,200.00
5.0	type 2 standalone sign						
		wood post standalone sign	steel sign, 8" wood posts embedded in concrete	lm	\$7,500.00	8	\$60,000.00
		sod	repair sod around sign installation, includes 100mm depth topsoil, estimate 4m2 per sign	m2	\$50.00	4	\$200.00
			subtotal				\$60,200.00
6.0	wall sign						
	.1	wall sign	approx. 1m x 2m metal sign, affixed to exterior wall of facility	each	\$1,200.00	12	\$14,400.00

Signage and Wayfinding
 Hanna, Alberta

Order of magnitude estimate of probable costs

no.	section	item	details	unit	unit price	quantity	cost
7.0 directional wayfinding signs							
	.1	sign and post	steel sign on wood post with additional wood decoration, embedded in concrete base	each	\$5,000.00	11	\$55,000.00
	.2	maps for pedestrians	mounted on wayfinding sign post or downtown light post	each	\$300.00	11	\$3,300.00
	.3	hanging basket	Urbanscape, Breeze model, self-watering, 2 per sign	each	\$99.00	22	\$2,178.00
			subtotal				\$60,478.00

sub total	\$376,938.00
construction cost	\$150,775.20
professional fees	\$26,385.66
10% contingency	\$37,693.80
grand total	\$591,792.66

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