

Ripley Downtown Development Envisioning

January, 2025 - Final Draft



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Ripley Downtown Development Envisioning

The Project

The Township of Huron-Kinloss is pursuing a great initiative in its goal to develop and implement Downtown Development Envisioning that highlights the essence of Ripley, and attracts new business opportunities. There have been accomplishments with municipal, focus and service group initiatives in the past and their subsequent community improvements. This is an obvious testimony to the leadership, organization and drive of the township, its businesses, and residents. The purpose of this report is not to revise what has already been planned, but to add detail and recommendations so that the vision for Ripley's downtown is documented and incorporated into the public realm – a communal, physical streetscape as well as their constituent building façades.

The Process

Plans, reports and background materials relevant to the project scope were supplied by the Township of Huron -Kinloss to plural for review. These were summarized and any relevant information is being considered as the project moves forward. To initiate the Downtown Development Envisioning project, a site visit was held downtown Ripley with the project team (April, 2024) to gather input from community members and business owners, and to document the streetscape, building fabric, and overall character.

Visual Preference Survey

A visual preference survey was conducted on July 17th, 2024, to eight Huron-Kinloss staff. The survey involved ranking a series of images depicting streetscapes, elements and façades from most to least favourable. The summarized results provide valuable insight into the preferences of the township staff regarding Ripley's 'downtown' streetscapes and façades, which assisted the development of the visualization renderings.

Envisioning Renderings

The information gathered during the process and the Visual Preference Survey were combined to create visual representations showing how the results and recommendations would enhance the physical environment and how they can be implemented for future development planning.

Project Goals



Fill up vacant tenant-ready spaces downtown



Envision the potential of derelict buildings



Rethink the purposes of vacant lots



Increase promotions and events downtown



Ripley Streetscape Elements

About Streetscapes

Places for People

Many believe there is currently a lack of ‘identity’ within Ripley; attempts to improve the streetscape have been mildly successful. The concept of incorporating the reality of community history, and subsequent theme into its main street presents a challenge. Opportunities must be sought to create a unique image for Ripley, ensuring it is a memorable and desirable space and enticing visitors to return. The street itself can become a destination, not only linking the services and potential for retail opportunities along the main street but also becoming an attraction and a relevant interpretive piece for the community. The street will become a quality public “story.” While “passing through” the community will most likely remain a prime use for a main street, the gateways, key intersections, and the interpretive elements of the streetscape, will announce the beginning of the intriguing story of Ripley. A cohesive streetscape experience will convey the history and offer its hospitality of unique shops, services, and spaces.



Purposeful Streets

Streets are the most vital part of a community’s open public space system and have a distinct position, identity and role within the fabric of any community. They form the majority of a community’s public spaces, and much of the quality of the physical public realm comes from their character. Any assessment of the quality of a community does emanate from the impression the public streets offer. There must be an understanding of the important role that streets have within the community pattern to direct the development of public spaces and attract business investment.

When a streetscape is a dynamic, exciting place to be, it is not only an experience and an image, but it also becomes, in part, a destination. The street is the conduit by which residents and visitors experience the place – whether on foot or from within the vehicle. It is a fixed feature, and the ‘ebb and flow’ of pedestrian movement becomes



the dynamic element that makes the street come alive. The volume of pedestrians will change from moment to moment and the streetscape must accommodate the varying flows. Areas of the streetscape that are expected to receive a larger volume of people should be designed with more generous yet pedestrian-friendly detail. In addition to the streets, urban design improvements will occur in special areas such as significant intersections, gateway entrances, and accessibility challenges. Urban design improvements are elements that will occur within the streetscape or public realm and form the language that tells the story of the place. The exciting story of this place will be told and interpreted in the streetscape. This “sense of place” will unfold to residents and visitors alike.



North Side of Huron Street, between Jessie Street and Queen Street

Definition of Streetscape Elements

Outlined below is a typical streetscape vocabulary which comprises the recommendations in this report.

Gateway Markers

Located at strategic street corners or transitional spaces along a main streets. The markers are normally vehicle-oriented landmarks that form the basis of a district entry system. Each marker has a subtle meaning that is interpreted from its location or a story as it relates to the interpretive elements of the street; the story told by the street. Their design symbolizes a ceremonial doorway that announces the downtown area has been entered.

Main Street

The proposal for a 'main street' is characterized by its pedestrian-oriented sidewalks, tree planting, lighting detailing, site furnishings, and animating gateway markers. It will have a "comfortable" atmosphere that is supported by quality materials and detail design.

Focus Places

Located at certain points throughout the main streets, Focus Places are people-oriented and celebrate the identity of the community. Their spaces can be programmable for events and they function as destination points throughout the downtown area.

Side Access Streets

Streets leading to the "Main Streets" (Huron Street, and Queen Street) fall into this category. They are recognized by pedestrian sidewalks, mature trees where evident, associated parking, and landscape beds adjacent to parking areas.

Lane Ways

Lane ways provide a secondary movement system that connects a corridor with the community. Lane ways along the street are intimate passageways that are used for occasional service access and parking. Some lanes represent an opportunity to develop pedestrian-priority access between trails, residential buildings and the downtown connections.

Buffer Zones

Common with modern 'strip' development (set back buildings with store front parking lots) fragmented 'street walls' or breaks along the fabric of buildings that contain and spatially support the street. These 'visual voids' become deterrents to continuous, walkable downtown districts. The pedestrian realm is compromised with this pattern of development, compromising pedestrians between dominant vehicular zones- the street and strip development parking lots. Buffer zones heighten safety, close the voids; take back public space; and enhance spatial quality to the streetscape and its focused view along the street.



Queen Street, Across from Lewis Park

About Façades

Support the Street

Façade demonstrations are proposed for renovations to existing buildings and for infill development. The renderings consider both the interface between the private and public realm as well as the overall look or character of the façade and built form to ensure that a cohesive building framework is maintained. These visualizations will be reviewed and considered for promotional materials to entice business owners to invest in Ripley. The demonstrations will recommend acceptable renovations in terms of façade detailing that would qualify a property or business owner for a future financial incentive if, and when, the Township creates an assisted Façade Improvement Program (requires a Community Improvement Plan).

A façade program encourages business owners to adhere to the guidelines in efforts to maintain and strengthen the identity of a downtown area and to benefit from financial incentives. As such, façade guidelines will typically focus on 'exterior improvements' that are applicable to a general Façade Improvement Program.

Façade Categorization

Generally, in most communities, development can be traced over “periods.” Many structures and buildings will have retained their original detailing, some may have been altered for various reasons, and infill may have added newer styles to the building fabric of the community. In many cases, “styles” work at cross-purposes to the feel of the streets in which they are situated and may influence an ill-character for the main streets. More often than not, this is a result of a lack of clear identity and information regarding the direction the community would like to go concerning its “look”. After all, most building owners’ skills lie in operating a business and not necessarily how to create, improve, or maintain the façade of a building – this is the greatest challenge.

Historic



Historic - Modified



Non - Historic



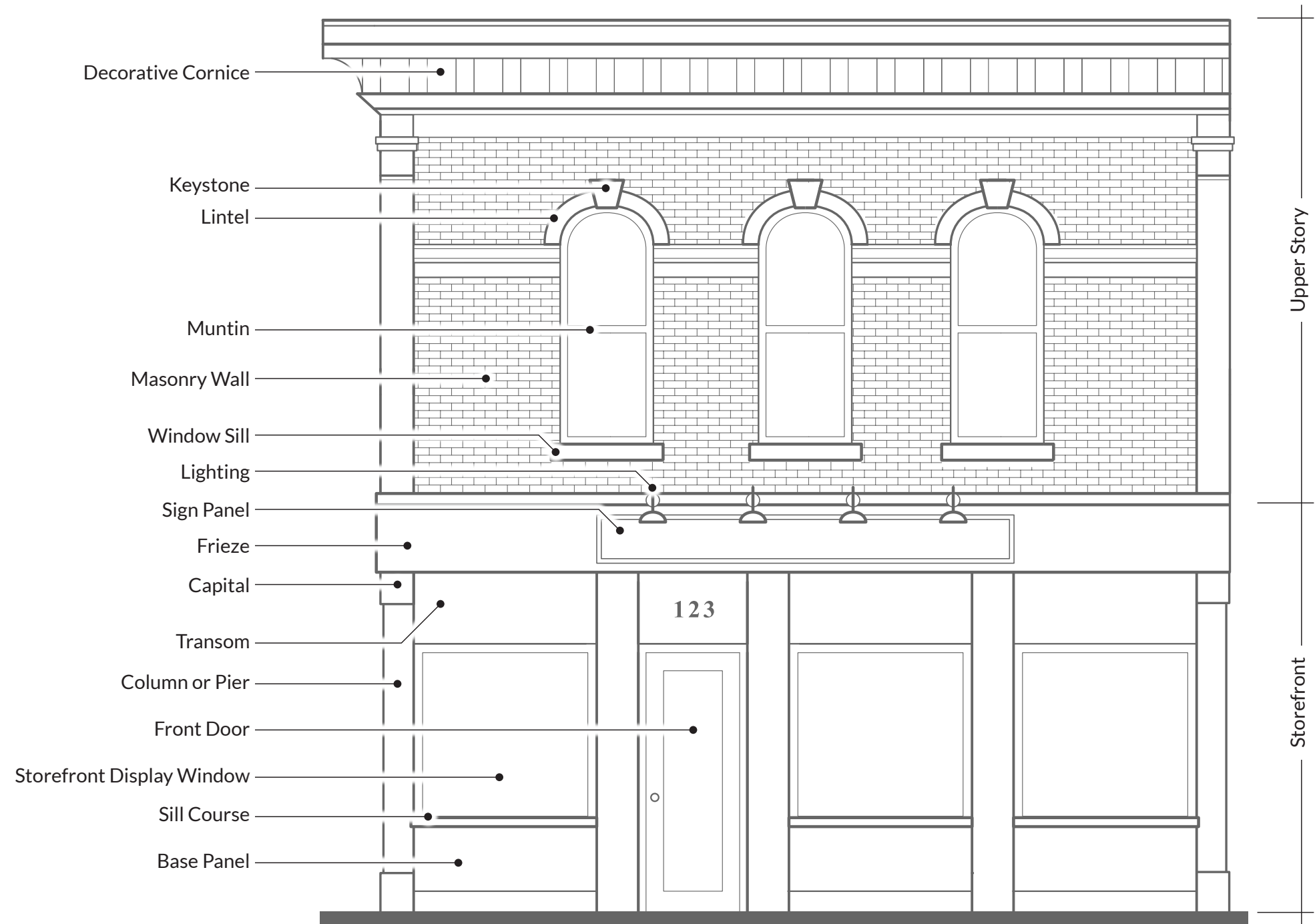
The above images are examples of Façade categories within the downtown focus area of Ripley.

Elements of a Façade

Façade Diagram

The elements of a façade are illustrated to assist with a common terminology. Historical references of Ripley are provided for general interest. An inventory map of the existing downtown façades is also included to outline the limits of the focus area in which building owners and businesses are recommended to take part in the Downtown Development Envisioning.

The following diagram identifies the name and location of several common building elements.

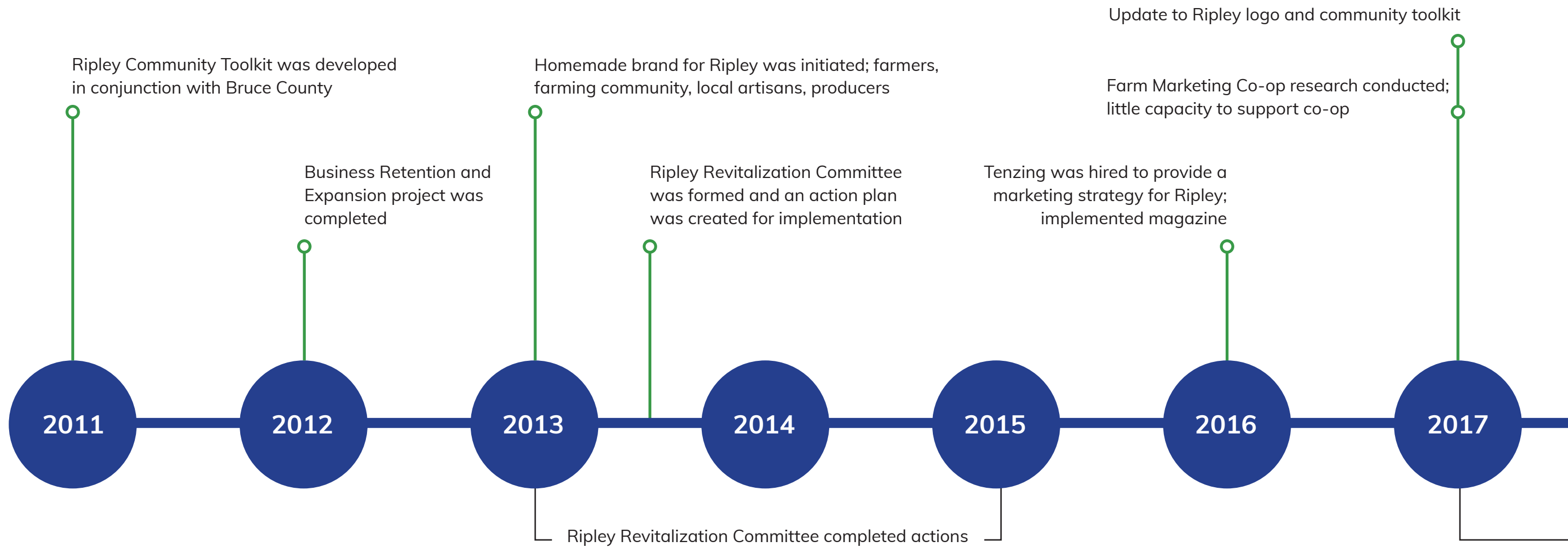


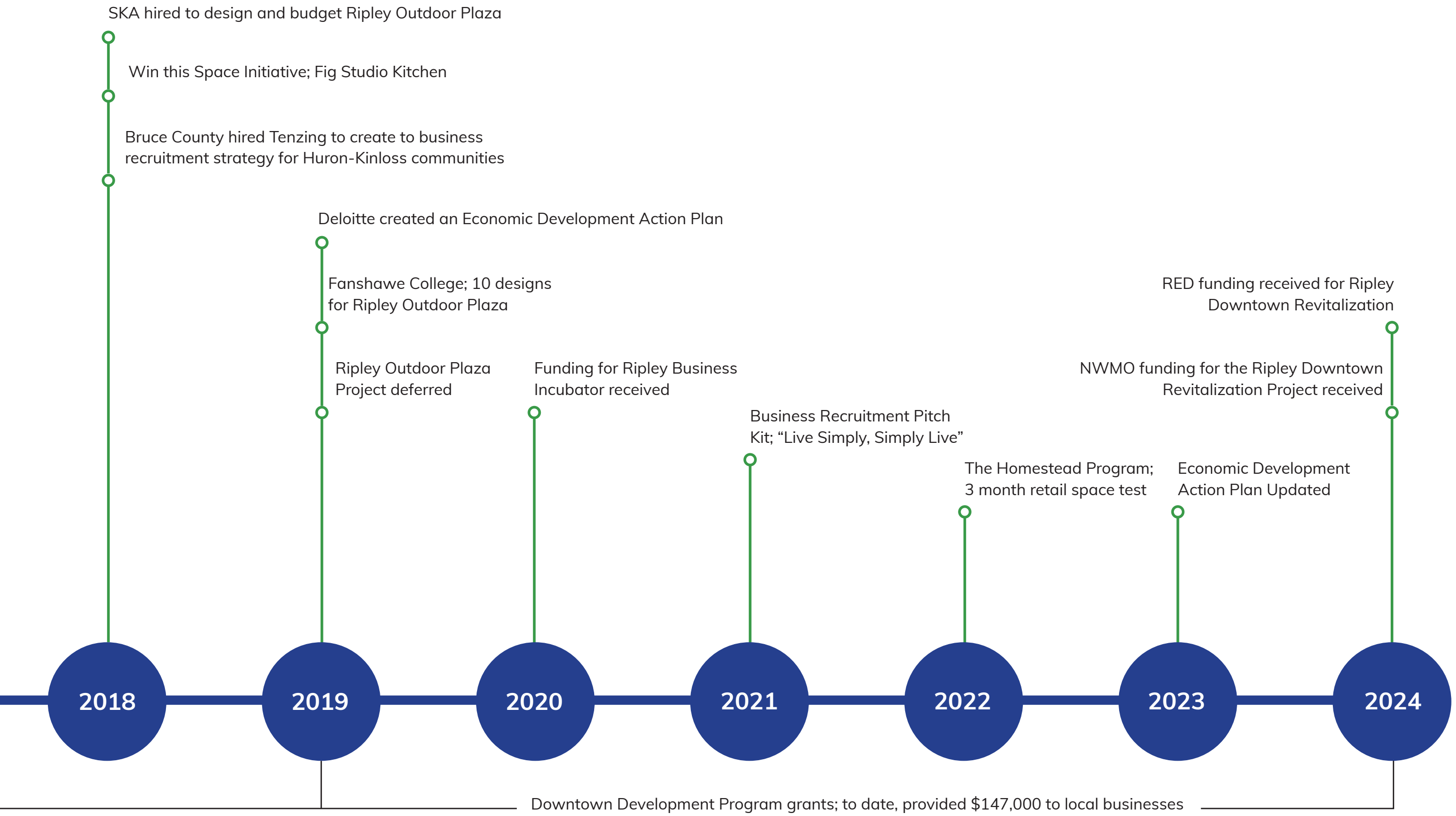
Background Review

Overview

The Township of Huron-Kinloss supplied pl.ural with plans, reports, and background materials related to the project scope dating back to 2011. Relevant materials have been organized into a timeline to outline and track all the initiatives, ensuring that the Downtown Development Envisioning aligns with and does not overlap with the work completed to date.

A Timeline of Township Initiatives





Project Initiation

Site Visit

In February 2024 the Township of Huron-Kinloss retained plural to begin the process of creating a Downtown Development Envisioning for the Ripley community with the purpose of improving the downtown core including business, streetscape and façade envisioning. During this process, plural was taken on a tour of Ripley's downtown area in April 2024, followed by facilitated a few informal interviews with business owners. What we heard – a desire for residents to have more input into the development of their downtown.

Township Staff Conversation Themes

- Ripley's two biggest draws for visitors are Fig Studio Kitchen and Shoreline Chic (now in the process of closing the storefront).
- The lot behind the Queen Street properties was sold to a prominent property owner in Ripley.
- All the buildings across from Lewis Park are for lease, with vacancy extending along the south side of Huron Street.
- The vacant lot on the corner of Queen Street and Huron Street is for sale, and the building rendering on the billboard in the lot has not been approved.

Businesses We Talked To

- Collective Co
- Mini Mart
- The Wood Shop Gifts
- Shoreline Chic

Business Liason Conversation Themes

- An absent landlord owns most of the downtown storefronts.
- The downtown needs people in storefronts – fill the vacancies.
- Many storefronts have upper story residential units, and the lack of tenant parking spaces is an issue.
- Business is quiet during the week but picks up on weekends.
- The street lacks character and “presence”.
- All storefronts have an entrance step, posing an issue for accessibility.
- Street planter trees die too quickly.
- The streetscape night lighting needs to be upgraded; lamps are too dim to feel safe.
- The street needs more benches/places to rest and observe.
- Little spots with shade along the street in the summer.



Fig Studio Kitchen Façade



Vacant Lot Downtown

Overarching Recommendations

Ripley Specific Recommendations

Based on the conversations conducted with Township staff, business owners and community members from the initial site visit, pl.ural was able to consolidate the information collected, and create the following list of recommendations moving forward.

- Upgrades to street lamps, and strategic placement of potential new light standard locations.
- Storefront accessibility improvements, either temporary or permanent ramps.
- Strategic placement of benches or seating areas along the street to rest and observe.
- Additional elements to aid in streetscape presence i.e. twinkle lights, pavement design, sidewalk decals, etc.
- Create patio spaces and place storefront awnings for shade in the summer months.

Inventory and Analysis

Downtown Inventory

An extensive on-site inventory and photo documentation of downtown was conducted in April 2024. Information pertaining, but not limited to existing streetscape elements, façades, vacancies and existing businesses, parking and circulation patterns, and surrounding context were recorded.

Findings were documented, and detailed inventory diagrams of Ripley’s downtown can be found on the following pages.

Opportunities & Constraints

The next step is understanding the focus area and its potential, as well as its possible limitations. A thorough analysis of downtown was conducted, and ‘inventory and analysis’ diagrams were created.

The opportunity and constraints diagram on the following pages illustrate key areas within the downtown focus area that will support, or in some cases limit, areas for the revitalization of Ripley’s downtown uses and services.




Zone Categorization

LEGEND













- Focus Area
- Built Form
- Zone 1 - Downtown Core**
Numerous downtown storefronts with continuous façades, many parking spaces.
- Zone 2 - Mixed Transitional**
A mixture of business and residential, with a variety of historical and infill storefronts.
- Zone 3 - Transitional Space**
Multiple visual voids and fragmented building fabric, scattered amenity, services, open space and parking (public, business, and residential).

Building and Space Inventory

LEGEND

-  Locations
- 1. Township of Huron-Kinloss Municipal Office
- 2. Current Electric
- 3. Ripley Pharmacy
- 4. Hensall Co-op
- 5. Lewis Park (with seasonal washroom)
- 6. Fig Studio Kitchen
- 7. The Woodshop Gifts
- 8. Mini Mart Convenience/ LCBO
- 9. Collective Clothing
- 10. Bruce County Wine Seller
- 11. Royal Canadian Legion Branch 440
- 12. Pine river Watershed Initiative Network
- 13. Ripley Post Office
- 14. Ripley Public Library
- 15. Heinisch Corner
- 16. Ripley Fire Department
- 17. Pollock Electric

Inventory Within The Focus Area

-  17 Vacant Storefronts
-  2 Lot Development Opportunities (LDO)
-  8 Occupied Storefronts
-  2 Other Occupied Buildings
-  4 Municipally Owned Buildings
-  6 Occupied Dwellings
-  64 Public Parking Spaces
-  12 Residential Parking Spaces
-  1 Primary Node
-  1 Secondary Node
-  2 Green-spaces
-  1 Recreational Trail





Façade Characterization

LEGEND

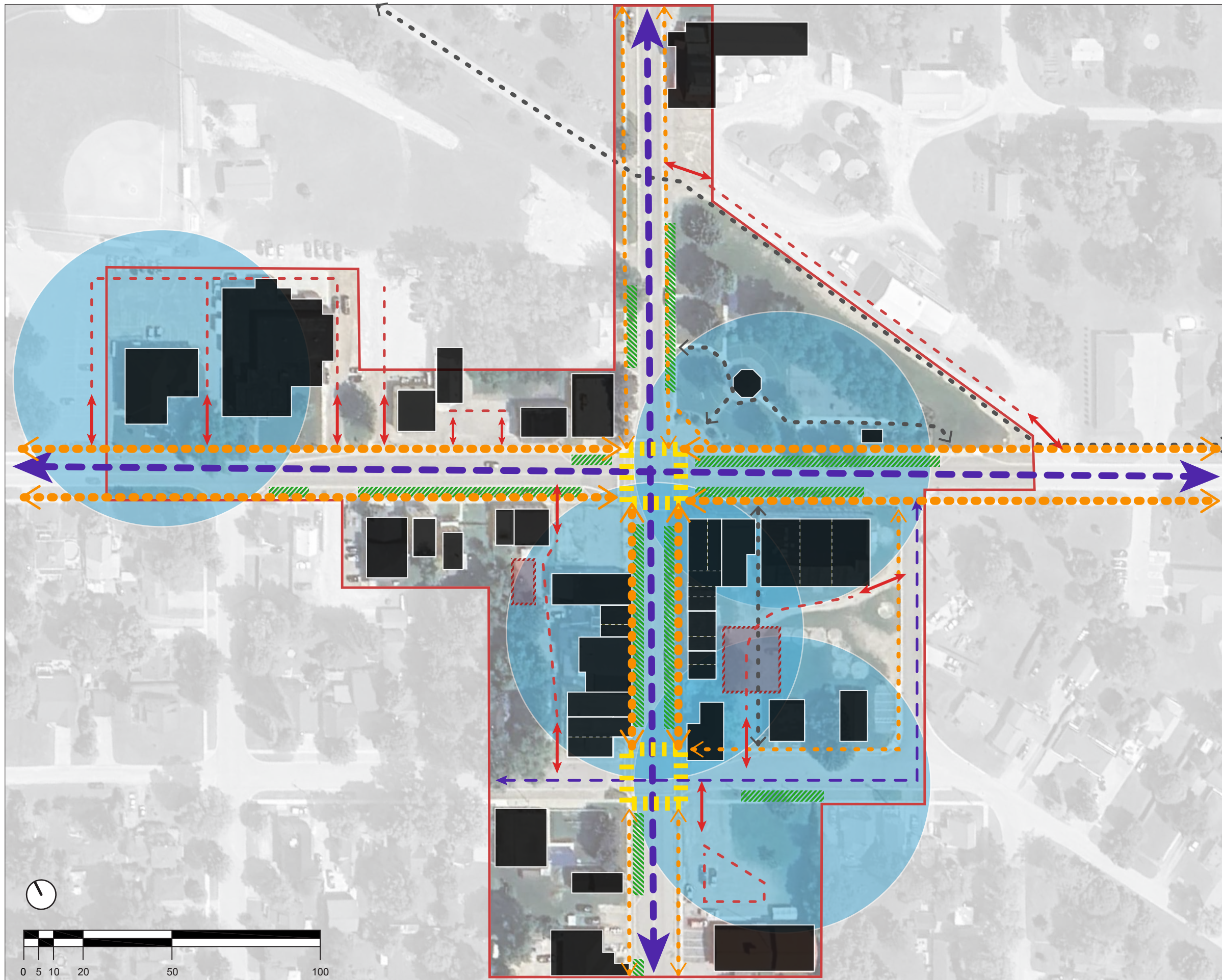
- Focus Area
- 00 Building Address
- Green-space
- Empty Lot

Façades

- Historic
- Historic - Modified
- Non - Historic

Disclaimer: For the purpose of this plan, a historic building is defined as a building with no visible signs of alterations to the façade since it was originally constructed.

Historic building façades have been identified, however demonstrations show aesthetic appeal to a façade through modification and added elements. To maintain historical character, a building façade would require only a restoration of original features or left unmodified altogether.



Circulation

LEGEND

- Focus Area
- Built Form
- - - Vehicular Primary
- - - Vehicular Secondary
- - - Vehicular Tertiary
- ↔ Vehicular Entrance/Exit
- / / / Public Parking
- / / / Private Parking
- . . . Pedestrian Primary
- - - Pedestrian Secondary
- - - Pedestrian Tertiary
- Crosswalks
- Comfortable Walking Distance (100m)



Streetscape Elements

LEGEND

-  Focus Area
-  Built Form
-  Stop Signs
-  Street Lamps
(hanging planter basket and flag capability)
-  Information Kiosk
-  Development Billboard
-  Fire Hydrant
-  Planter Boxes *(movable)*
-  Small Planters *(movable)*
-  Patio / Decking *(permit)*

Opportunities and Constraints

LEGEND

— Focus Area

■ Built Form

Opportunities

✿ Downtown Gateway/ Transition Feature

▭ Enhanced Park/ Greenspace

⋯ Enhanced Pedestrian Connection

▭ Envisioning Billboard

▭ Greening: Wide Sidewalk (3m)

⊙ Heightened Pedestrian Connections

▭ Organized Residential Parking

▨ Patio / Decking Locations

Ⓟ Public Parking

⊙ Street Lamp (new)

⊙ Street Lamp (upgrade)

▭ Temporary Pedestrian Space

● Trailhead

▭ Wall Murals

Constraints

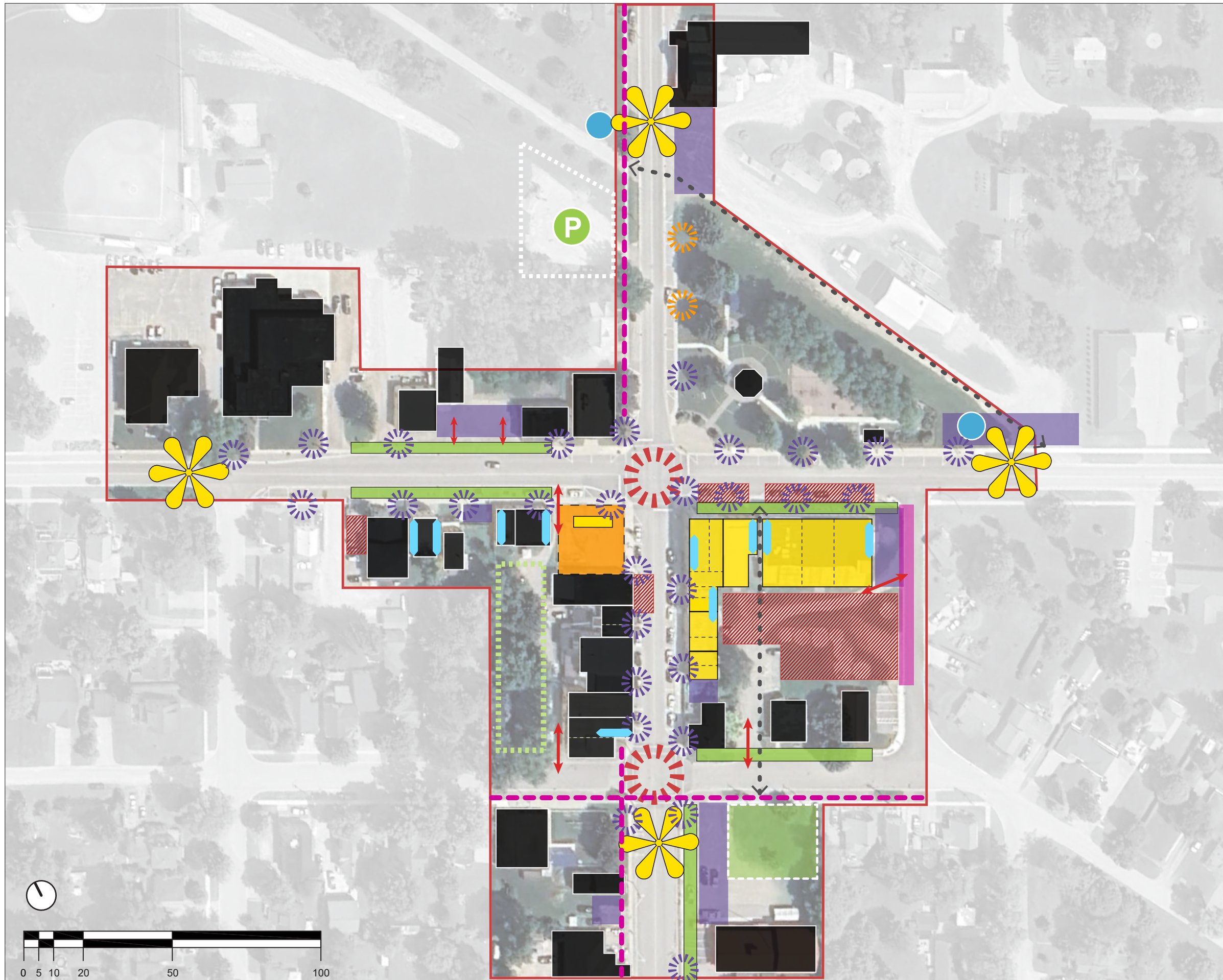
▭ No sidewalk

⋯ Overhead Utility

↔ Pedestrian-Vehicular Conflict

▭ Single Property Owner

▭ Visual Voids



Visual Preference Survey

Overview

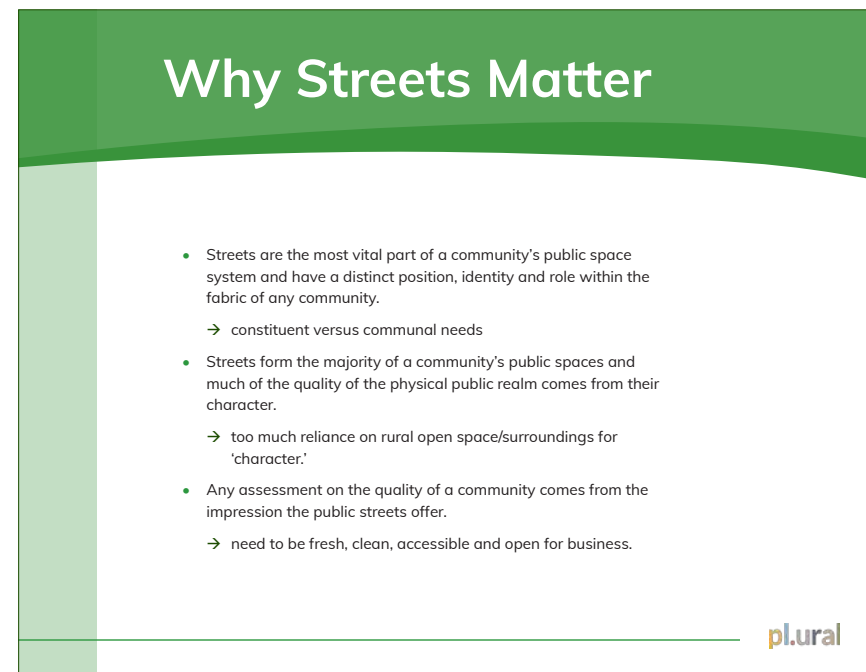
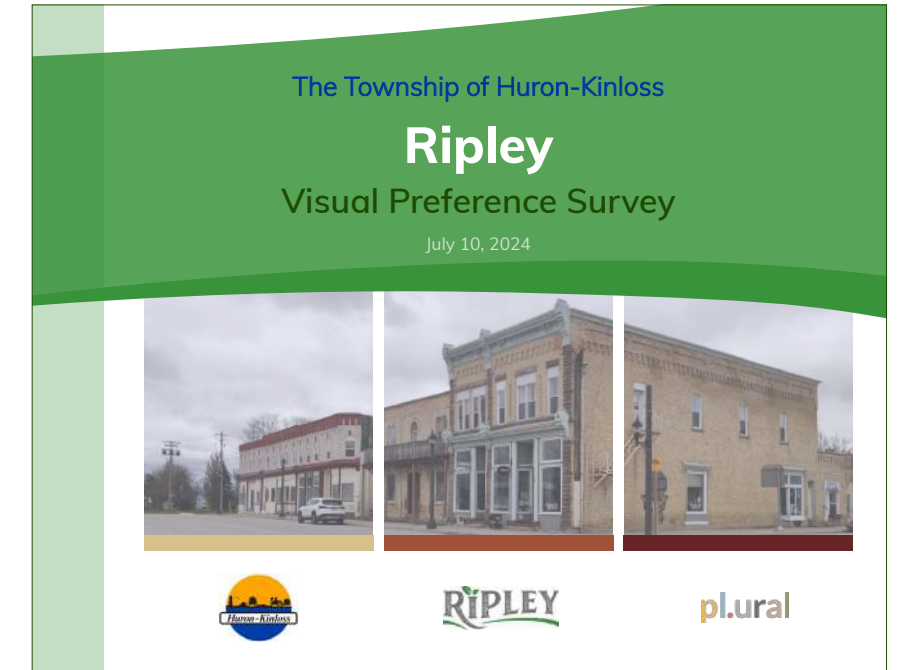
Eight members of Township Staff were asked to complete a visual preference survey outlining streetscape elements, street character, and building façades.

Within each survey category, the participants ranked images on a scale of 1 to 4, with 1 being unfavourable and 4 being very favourable. Each participant's response was averaged, concluding the most favourable and least favourable images.

The survey included 194 slides/images in 10 different streetscape sections. The purpose of the visual preference survey is to give staff a voice in terms of what they'd like to see in Ripley's streetscape. It also indicates to the consultants, pl.ural, what the survey participants expect in Ripley.

Survey Sections:

1. Pavements
2. Street Greening
3. Street Lighting
4. Site Furniture
5. Circulation, control & Safety
6. Streetscape Character
7. Public Art
8. 'Spill-Outs'
9. Gateways & District Identification
10. Façades
 - Colour
 - Awnings
 - Lighting
 - Signage
 - Adornment
 - Characterization



Slides from the Visual Preference Survey

Survey Results

Section 1: Pavements



Section 2: Street Greening



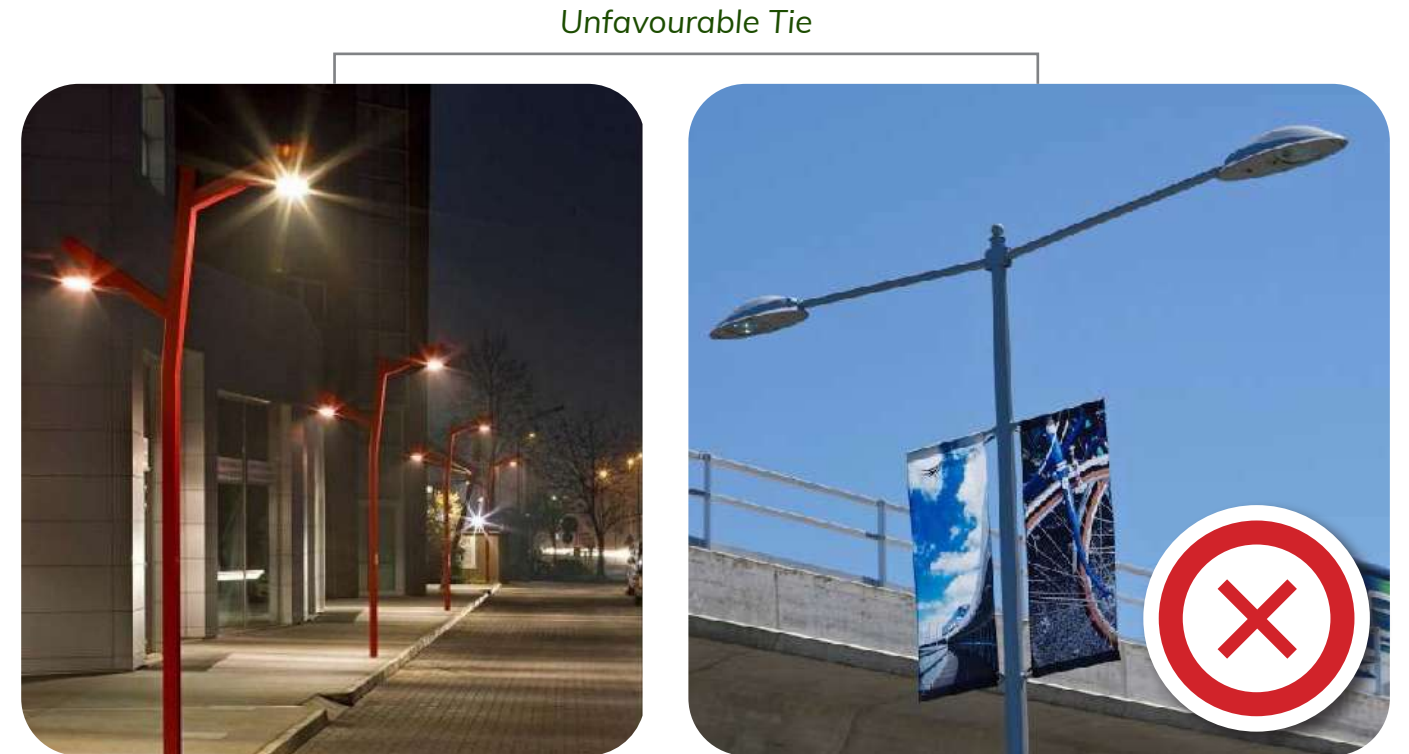
Favourable



Unfavourable

Survey Results

Section 3: Street Lighting



Section 4: Site Furnishings



Favourable



Unfavourable

Survey Results

Section 5: Circulation, Control & Safety



Section 6: Streetscape Character



Favourable



Unfavourable

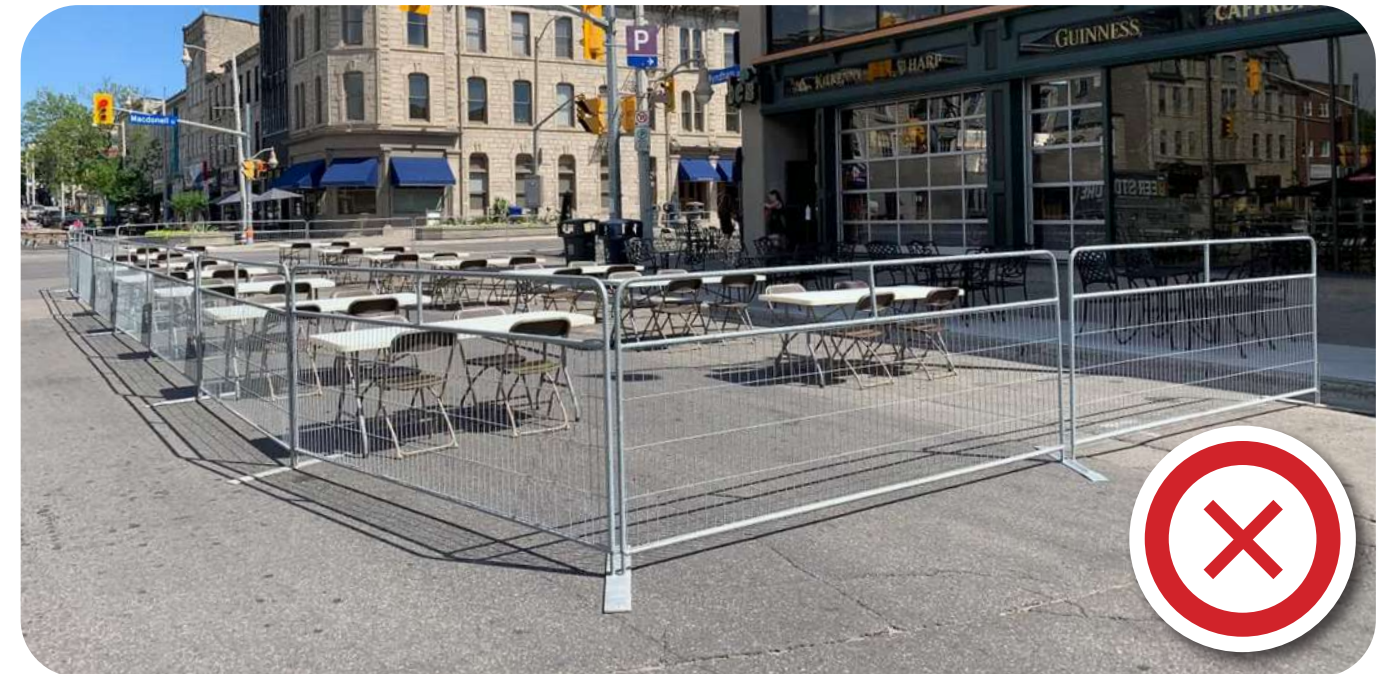
Survey Results

Section 7: Public Art



Unfavourable Tie

Section 8: 'Spill-Outs'



Favourable



Unfavourable

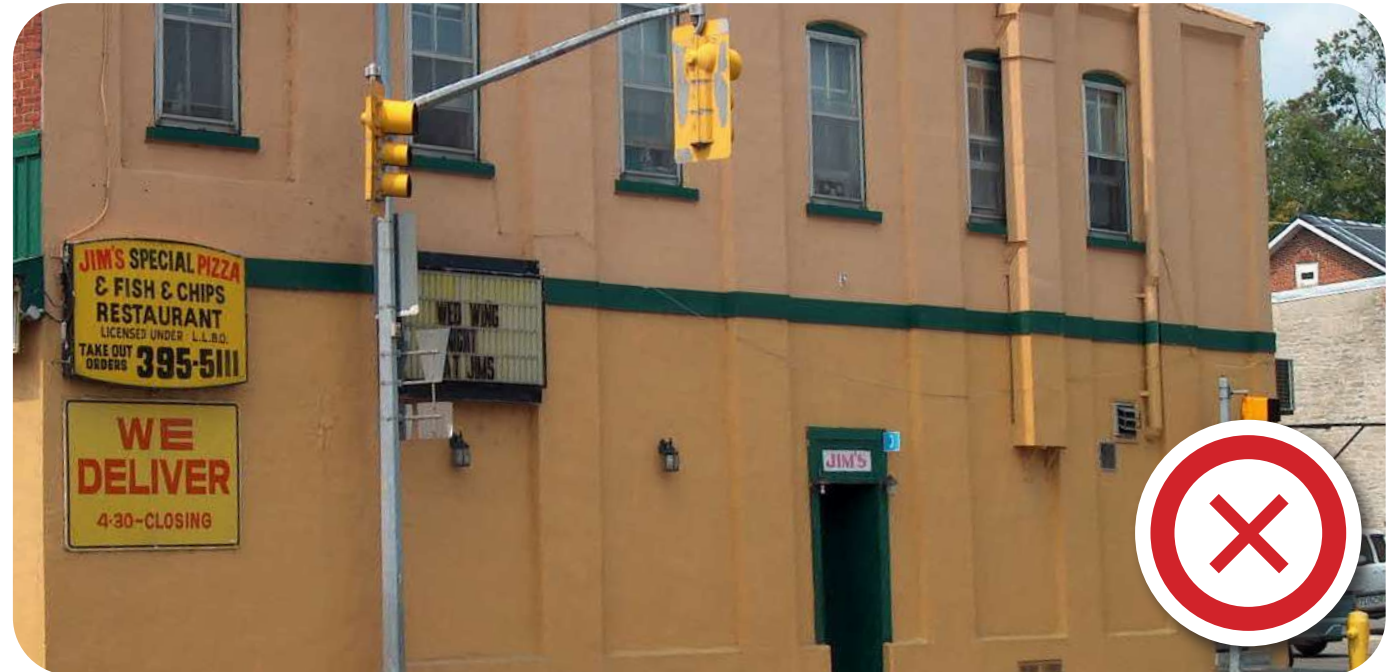
Survey Results

Section 9: Gateways & District Identification



Favourable Tie

Section 10: Façades - Colour



Favourable



Unfavourable

Survey Results

Section 10: Façades - Awnings



Section 10: Façades - Lighting



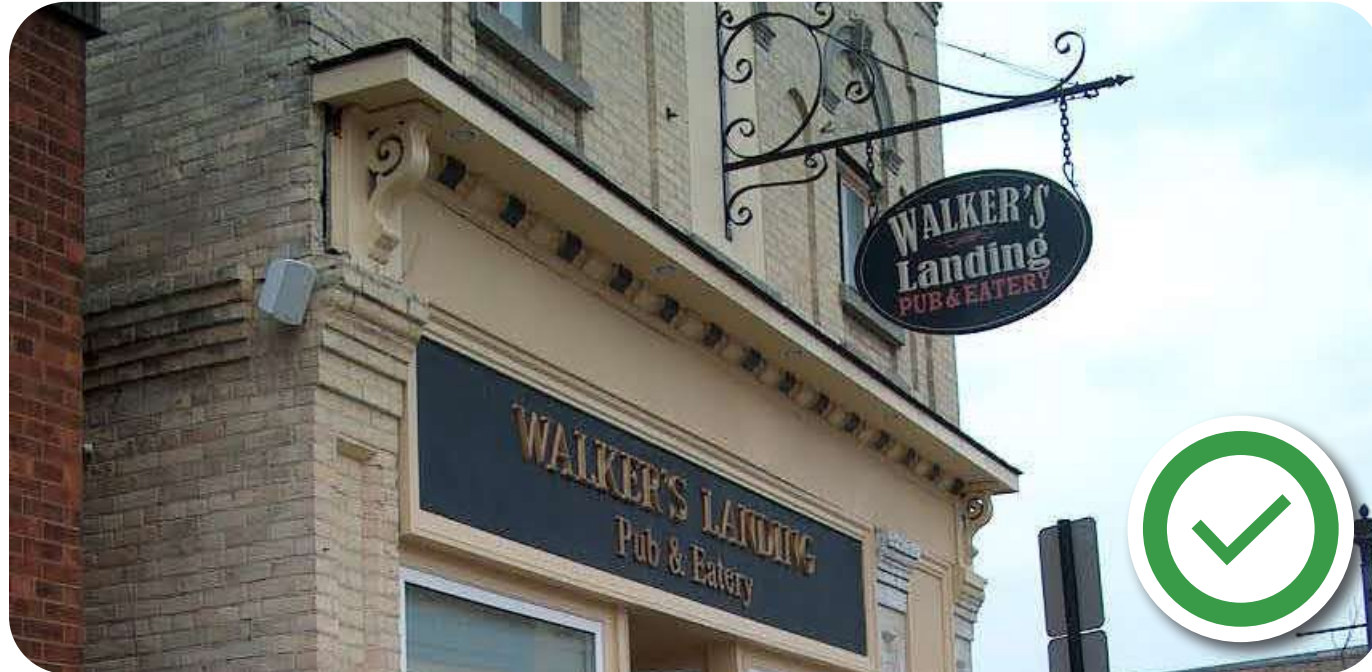
Favourable



Unfavourable

Survey Results

Section 10: Façades - Signage



Section 10: Façades - Adornment



Favourable



Unfavourable

Survey Results

Section 10: Façades - Characterization



Historic Modified



Historic Modified



Favourable



Unfavourable



A view of Queen Street from Lewis Park

Envisioning Renderings: Lot Development Opportunity, Queen and Huron Street

Overview

Façade envisioning designs for buildings located within Ripley’s main Streets illustrate how building and business owners can transform their building’s façades and, ultimately, the desirability of the focus area. Typically, under the topics of awnings, signage, planters, shutters, colour, and lighting, the renderings suggest ways in which a building façade and streetscape can be improved to suit a desired theme or heritage.

The renderings do not attempt to “redesign” the façade of every existing building along the main streets; rather, they attempt to define a unified style and character for Ripley; providing an understanding, appreciation and ultimately, a marketing and investment tool for what these buildings could be like, if investment in the downtown is undertaken.

The vacant lot at the intersection of Queen Street and Huron Street has been envisioned as a three-story building, featuring mixed-use commercial space on the ground floor and residential units on the upper floors. The building’s visual design, informed by Ripley Community Toolkits 1 and 2, reflect a vibrant and lively, activated streetscape, seamlessly integrating with its surroundings. It not only honours the community’s existing character but also establishes an achievable vision and sets a new aesthetic standard for neighbouring buildings.

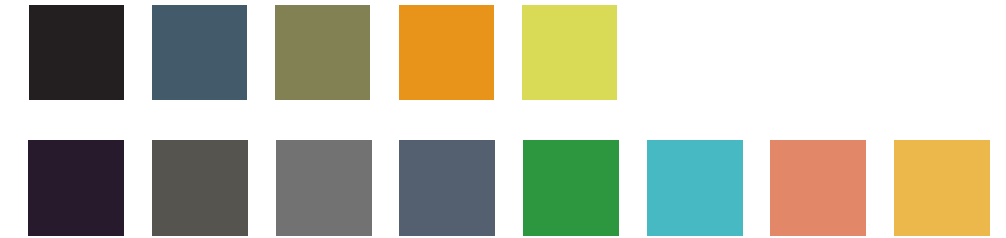
Generally, it is a visual education – an education that may entice building owners, developers, and small businesses to invest in Downtown Ripley. By incorporating the rendering into marketing materials such as brochures, websites, social media, and presentations, the Township can effectively communicate the vision and potential of Ripley, ultimately contributing to the successful promotion of the Downtown Development Envisioning.

Ripley Family of Furnishings

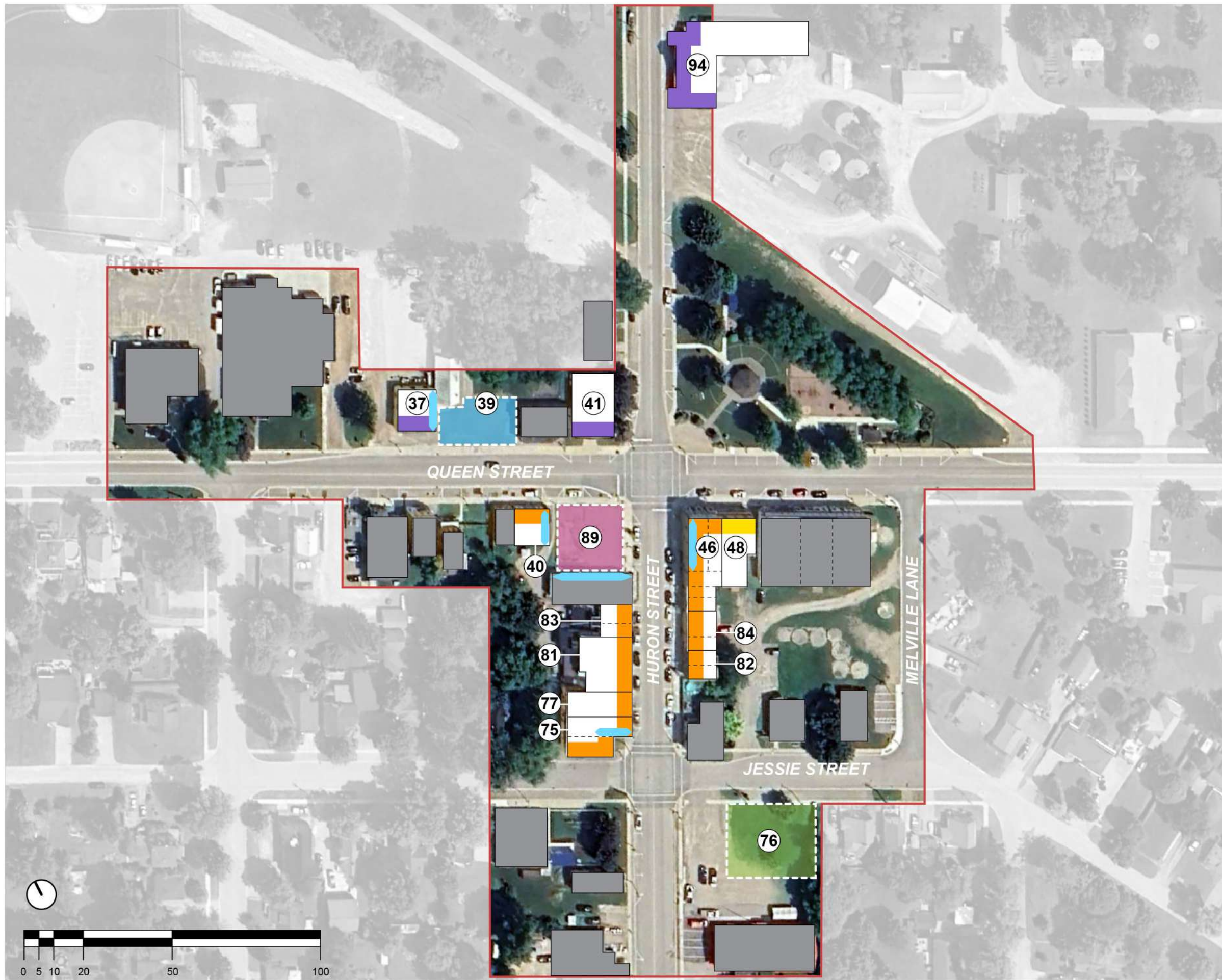
Furnishing Elements

The collection of furnishings combines elements from the community toolkits, existing (Ex.) site furniture, and the proposed (Prop.) element that draws inspiration from the results of the visual preference survey.

Community Toolkits Colour Pallet



- Ex. street lamp with banner and seasonal hanging basket
- Ex. Bruce County wayfinding
- Ex. visitor information kiosk
- Ex. seasonal street tree planter (themed, composite and metal)
- Ex. seasonal accent planter
- Ex. metal themed bench
- Ex. plastic waste receptacle
- Prop. metal waste receptacle
- Ex. metal bike rack



Key Map of Façades

LEGEND

- Focus Area
- 00 Building Address
- Improved Green-space
- Re-imagined Visual Void
- Envisioned Empty Lot
- Wall Mural

Proposed Façades

- Historic
- Historic - Modified
- Non - Historic





Utilizing the Vacant Lot at 89 Queen St. as a Neighbourhood Hub





Envisioning Renderings

89 Queen St. Development in Winter with Seasonal Streetscape Presence









Envisioning Renderings

View of 41 Queen St. (the old bank), from Lewis Park



Restored Henshall Co-Op Building







The Restored Historic building at 46 Queen St. with Wall Murals



Façade Enhancements at 82 Huron Street



Streetscape View from 82 Huron Street towards the New Development





Façade enhancements at 81 Huron Street with Public Art



Façade enhancements at 77 & 75 Huron Street with Public Art Wall Mural



Downtown Connection to Heinich Parkette beside the Fire Hall





The Old Bank on Queen Street

List of Sub-Projects

Given proposed streetscape upgrades to Queen Street, Huron Street and sidewalks, recommendations for additional improvements are largely ‘project’ based and focus on either specific product modifications or specific ‘projects’ in certain locations that could benefit from additional streetscape improvements. Most of these projects will require additional design detailing to ensure that the intent of the modifications or improvements is not lost.

P1. Vacant Lot, 89 Queen Street Development

A. Vacant Lot Repurpose:

Transforming a vacant lot into a lively neighbourhood nook involves thoughtful planning and community involvement – even if for the short term. Some considerations may include:

- **Established Entrances:** Create established entrances to welcome visitors, encourage use and control circulation throughout the space.
- **Purposeful Elements:** Include public art installations that reflect the community’s identity and values. Use diverse ground materials and site furniture, like benches and picnic tables, to encourage gatherings. Implement strategically placed lighting to enhance safety and ambiance, especially in the evening.
- **Create Semi-Physical Barriers:** Use features like bollards and planters to define areas within the lot without completely closing off space. Ensure good visibility throughout the space to create a feeling of safety, while the physical barriers create an outdoor “room” which feels secure from vehicular traffic.
- **Encourage Multi-functional Use:** Design a flexible space with modular elements that can accommodate

various events, such as farmers’ markets, art shows, performances, or outdoor movies.

- **Utilize Sustainable Practices:** Design the space with sustainability in mind, incorporating rain gardens, permeable paving, and eco-friendly lighting.
- **Supportive Activities:** Gather community input on what residents would like to see in the space. Involve local artists, musicians, food vendors, and organizations to infuse the space with local culture and talent.

B. New Building Development:

New buildings can greatly add to and enhance a community; the following recommendations should be taken into consideration when building a new building within the downtown area of Ripley. Buildings should consider:

- **Supportive Scale:** Scaled in a way that supports and maintains the historical pattern of building development in the Downtown area;
 - New buildings should be of a similar width to that of existing buildings in the area; where significantly greater width is proposed, the building should use materials and slight variations along the building face to reflect the proportions of existing Downtown buildings.
 - Where a building houses multiple uses or units, the outside of the building should reflect the division of the spaces.

- Buildings should be spaced in relation to surrounding buildings to contribute to rhythm of the Downtown.
 - Larger buildings and buildings with significantly different height than those around them require larger spacing. Smaller, more detailed, and more consistently sized buildings should be located closer together.
- Interaction with the Street: Situated the building to create a sense of enclosure, safety, and comfort by ensuring the interaction with the street is appropriate.
 - Developments should strive to create an inviting entrance. Main entrances should be located on the public street side of the building, though a secondary entrance may be necessary where parking is provided.
 - Development on corner lots should use buildings to define the corner and realize the landmark potential of these highly-visible locations. Buildings at corner locations should address both street frontages;
 - Buildings adjacent to public spaces should be sited and designed to define and enhance the public space.
 - Buildings in the Downtown should be at least two stories in height.
- A one-storey height difference is appropriate between adjacent buildings or additions. Changes greater than one storey may be accommodated by using a porch or colonnade, belt course of bricks, “stepped” increase, and/or roof details.
- Context Consistency: Set back from the street similar to neighbouring structures to create a consistent streetscape.

- Generally buildings should be located at the minimum front setback line or the established building line, whichever is less, in order to reinforce the street edge. Small variations in setbacks may be permitted to enable dooryard/courtyard seating and patio areas.
- Side and rear setbacks should be established which will not negatively impact neighbouring buildings and open spaces with respect to sun/shadow and sight lines.
- Aiding Aesthetic: Architectural features should contribute to the local landscape.
 - Building materials and design should blend with the historical aesthetic of the town.
 - Each building should have a distinctive design. The detailed design of predominant architectural elements of adjacent buildings should differ.

P2. Refurbished Furniture

Revitalizing outdoor furniture through repainting and refurbishment can significantly enhance downtown aesthetics, creating a fresh and inviting atmosphere that reflects community pride and attention to detail.

This includes:

- Creating a listing of existing inventory, and associated pricing. Refurbishment will be 60% of the “new” price.
- Create a listing of new items needed to complete the street.
- Repairing damaged furniture.
- Repainting street lamps to cover wear and weathering, and replacing older lightbulbs.
- Make sure the family of site furniture is cohesive and replace miss-matched site furnishings.



Subject of P1. Vacant Lot, 89 Queen Street Development

P3. Enhance Downtown Nodes

Applying asphalt decals to the primary and secondary nodes to enhance downtown arrival and emphasize pedestrian zones and use. Enhancing downtown nodes involves implementing various design and infrastructure strategies aimed at improving the attractiveness and functionality of these areas. Here are some common methods and their benefits:

- Decals and Markings: Applying thoughtful asphalt decals and markings can highlight pedestrian zones, making them visually distinct and encouraging people to use these spaces more actively.
- Transitional Elements: Well-designed and visually appealing signage and structural features can assist pedestrians in navigating the area effortlessly and identifying their entry into the downtown zone. This enhances accessibility and awareness within the town, encourages more foot traffic, and ultimately supports local businesses.



Intersection of Queen Street and Huron Street

P4. Revamp Voids

These spaces should be complementary to the existing streetscape and should adopt the same level of quality and care to ensure that a continuous streetscape environment is maintained. Voids also offer opportunities for temporary landscape efforts. These spaces should be treated and maintained with some measure of ‘permanence’ so that in the intent, however temporary, strengthens the appearance of the streetscape environment.

Revitalized voids can improve the overall look of the downtown area. Adding greenery, decorative pavements, and attractive signage can create a more inviting atmosphere. This subproject implementation will increase foot traffic and encourage people to stay downtown, which boosts foot traffic to nearby businesses and may increase sales for local shops and restaurants. As more people are drawn to the area, the demand for retail and service-oriented spaces may rise.

Voids to focus on:

- Heinich Parkette, 76 Huron Street
- 39 Queen Street (the vacant parking lot)



39 Queen Street

P5. More Public Art

There are many opportunities in Ripley’s downtown to incorporate public art, especially in the form of wall murals.

- Celebrate culture: Public art often reflects the community’s history, culture, and identity, fostering a sense of pride among residents. It tells stories and celebrates local heritage, making the area more relatable and engaging.
- Visual Appeal: Artistic installations can transform bland urban spaces into vibrant, visually stimulating environments. They can draw attention and make the area more attractive to both locals and visitors.
- Encouraging Gatherings: Well-placed art can serve as focal points for community gatherings or events. They can create inviting spaces that encourage people to spend time in the area, thus boosting foot traffic and local business.



Public Art Downtown Ripley

P6. Accessibility Audits

With a high population of community members over the age of 60, accessibility and the enjoyment of Downtown for all should be a priority. With the goal of making the communities barrier-free, the Province of Ontario has developed guidelines to prevent and remove all barriers to provide equal opportunity for residents and visitors. Efforts should be made to ensure that all aspects of buildings are fully accessible; however, facade improvements may only accommodate in a limited manner.

Design Considerations:

- The primary goal is to provide equal means of access to all users regardless of abilities.
- Make all entrances and exists barrier-free;
- Inside the building, consider how the layouts of aisles, seating areas, counters, washrooms, and fixtures are welcome to disabled people.
- Provide barrier-free access to all levels/floors.
- Storefronts should have access at grade with the sidewalk. Should exterior space permit, a ramp (with guardrails), parallel with the building might be considered with proper site plan/town approval.
- Ramp design should adhere to appropriate standards as set by the Ontario Building Code in regard to slope allowances, widths, railing heights, etc. Materials and colour choices should blend in with the overall design of the storefront.
- If possible, a recessed door might be considered to accommodate a grade change;
- Handrails should be provided for entrances with stairs.
- Entrances should be well-defined with the use of signs, doorways or awnings and should be well-lit.

P7. Tend to Alleys and Laneways

Alleys and laneways are important connectors for pedestrian thoroughfares and offer shortcuts and easy access to parking lots or other areas of the downtown. Alleys are also important vehicular access points to the back of building spaces - serving emergency vehicles, utility trucks and service delivery vehicles, as well as customer and tenant parking. As such, they are shared laneways that need to service the vehicle but remain comfortable and safe for pedestrians.

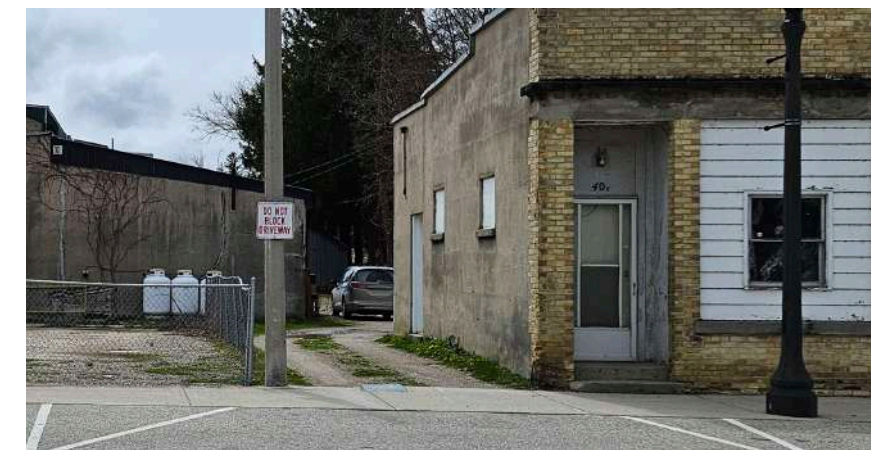
Most laneways are privately owned and most likely are part of a right of way with limited 'development' potential and must remain open and free of obstruction for multiple uses. As supportive pedestrian walkways, these private laneways become an important part of the public realm in terms of maintaining a walkable environment.

Design considerations are:

- If the laneway offers access to a public space, or parking lot or is a connecting link for an alternative thoroughfare to another part of the community, the laneway should be functional and visually appealing for both pedestrian and vehicular use;
- If space allows, a designated pedestrian zone could be identified through the change of pavement material or colour;
- Entrance and exit areas should be clear of obstructions and should offer the driver a clear view of the upcoming roadway;
- Building walls facing the laneway should be free of disrepair and/or should be restored or repaired to support a unified look with the associated building façade;
- Should the space allow single-lane traffic only, consideration should be given to making it a one-way

lane pending an alternative exit point from the back of the building space;

- Road surfacing should be accessible, should drain properly, and should be free of damage and potholes;
- Signage from both the main street and the back of the building side should clearly indicate that the lane is shared by vehicles and pedestrians;
- Signage should conform to the standards in the Façade Guidelines, and also meet municipal zoning by-laws if applicable;
- Lighting should be considered for the entire length of the lane to ensure safe pedestrian passage;
- Overhead arbors or entrance features could be considered in order to highlight access from the street. Special consideration must be made to accommodate emergency vehicular access in regard to the height and width of such entrance features. Lighting may be integrated within these structures.
- With support from the neighbouring property owner, wall dressings such as vertical planting, artwork, murals, banners, hanging baskets, etc., could be considered (space allowing) to enliven the pedestrian experience.



Laneway beside 40 Queen Street

P8. Revitalize Back of Building Spaces

Back-of-building spaces are often overlooked in planning and development discussions, but they hold significant potential for enhancing the vibrancy and utility of downtown areas. These spaces, typically relegated to storage, service activities, or even neglect, can transform into valuable assets if properly attended to. When these areas are maintained and integrated into the downtown landscape, they can serve multiple purposes.

For instance:

- Back-of-building spaces can be redesigned to include green spaces, public art installations, or community gathering spots that foster social interactions. Such enhancements not only beautify the area but also encourage foot traffic, which is vital for nearby businesses and the overall economic health of the downtown.
- Engaging these spaces can improve the functionality of the downtown area. They can provide additional outdoor seating for cafes and restaurants, host pop-up markets, or serve as venues for events.
- Investing in the upkeep and enhancement of back-of-building spaces signals a commitment to holistic Downtown development. It underscores the idea that every part of Ripley matters.



Back of Building Space off Queen Street

P9. Reimagine Vacant Buildings

Transforming vacant buildings like the Henshall Co-op presents an exciting opportunity to enhance the community’s vibrancy and meet local needs. Here are some expanded ideas for potential uses:

- **Bicycle Rental, Repair Shop, and Café:** This multifunctional space could serve as a hub for cycling enthusiasts and casual riders alike. The bicycle rental and repair shop would offer affordable access to bikes, encouraging eco-friendly transportation. The café could provide a welcoming atmosphere and bike-friendly amenities like repair stations. Hosting bike workshops and community rides could further foster connections.
- **Recreational Gym:** Transforming the building into a recreational gym could provide the community with a health and fitness resource. This gym could offer a range of fitness classes, personal training, and open workout spaces. Additionally, the facility could serve as a venue for sports leagues and community wellness events.
- **Brewery, Restaurant, and Venue Space:** A brewery with an attached restaurant could breathe new life into the Co-op building. Focused on local ingredients and unique brews, the establishment could feature a rotating menu that highlights seasonal produce. Additionally, the venue space could host live music, events, and community gatherings, making it a lively social hotspot.

- **Community Farmers Market:** Envisioning the space as a community farmers market could connect local farmers and artisans directly to consumers. This vibrant market could operate weekly, showcasing fresh produce, handmade crafts, and local goods, thus supporting local businesses while promoting healthy eating. Workshops on gardening and sustainability could complement the market and nearby Bruce Botanical Food Gardens, creating an educational aspect and enhancing community engagement.
- **Artisan Studio:** This space could be diversified into a community artisan studio where local artists and makers collaborate and create. Equipped with tools for various crafts—painting, pottery, woodworking, and textiles—it would be an accessible space for residents to explore their creativity. Workshops and classes could be scheduled to attract hobbyists and foster a sense of community through shared artistic pursuits, while also providing a platform for artists to showcase and sell their work.



Reimagine vacant buildings - Henshall Co-op

Phasing and Implementation							
Sub-Project Information		Phasing Plan			Implementation Plan		
Project ID No.	Project Name	Year(s)	Priority	Rationale	Quantified Elements		Actions
					Quantity	Item Description	
P2	Refurbish Site Furniture	Immediate	1	This project is the most economical, with an immediate impact on downtown streetscape aesthetics and functionality, safety and accessibility. A noticeable upgrade of site furniture can be used as a marketing tool to promote the downtown area, and can draw attention to the ongoing enhancements.	TBD	Planters Benches Waste receptacles Bike racks Lighting standards Municipal Signage	1. Conduct a furniture inventory and conditions assessment 2. Prepare a list of refurbishments, repairs and replacements 3. Prepare bid/contract documents for supply and installation
P5	More Public Art		2	Provide opportunities for local artists and residents to collaborate, but takes some time to organize. Murals will have the potential to dramatically transform the visual appeal of the downtown area. It is relatively inexpensive and quick to install so the positive effects can be felt sooner. Murals will form a foundation to complement other projects and guide thematic direction.	10	Identified opportunities for permanent wall murals	1. Finalize a listing of locations and seek permissions 2. Prepare design competition with design themes and parameters 3. Engage the community to choose their favourite designs 4. Seek funding through sponsorship or grants to fund supplies and installations
P6	Accessibility Audits		3	The audits will help pinpoint specific downtown areas that require modifications, from building entrances to amenities like restrooms. Knowing specific needs can inform future renovation projects and funding priorities. Sets an example for future developments and renovations in the downtown area.	4 major considerations	Storefront sidewalk connection Well-defined main entrances Barrier free sidewalks Ontario Building Code Standards - Slopes	1. Seek funding or grants to conduct audits 2. Seek a qualified consultant to conduct audits 3. Create a listing of priority items based on findings 4. Seek a qualified contractor to implement improvements
P3	Enhance Downtown Nodes	1 - 5 years	4	Serve to complement previous projects, such as site furniture or accessible sidewalk improvements, and it will help inform the appropriate location for implementation. This project will require detailed design and engineering.	4 2	Gateways or transitional features Heightened pedestrian connections	1. Hire a licenced Landscape Architect for conceptual design, detailed design, construction documents and contract administration 2. Prepare bid/contract documents for supply and installation
P1A	Vacant Lot Repurpose		5	The first phase of the vacant lot redevelopment project should focus on enhancements that yield immediate visual and functional benefits to the downtown area. Repurposing the vacant lot, while beneficial, may require more planning and collaboration with multiple interest holders. This phase of the lot redevelopment will require fewer resources and complexity, as a temporary space.	(all is approx.) 460 sq.m. 180 lin.ft.	Surfacing (artificial turf, or painted asphalt) Temporary string lighting Container planting Outdoor screen/projection	1. Collaborate with property owner 2. Hire a licenced Landscape Architect for conceptual design 3. Prepare bid/construction documents 4. Procure for implementation 5. Seek a qualified contractor to conduct work
P4	Revamp Voids	5 - 10 years	6	Revamping voids may require comprehensive planning, funding, and community input, which could take longer to coordinate. Repurposing a void space may require improvements to surrounding infrastructure (e.g., parking, pedestrian pathways, utilities) that are best addressed after more immediate streetscape components are enhanced.	2 total	Heinish Parkette, 76 Huron Street 39 Queen Street (the vacant parking lot)	1. Collaborate with property owners 2. Seek a qualified consultant for design 3. Seek a qualified contractor to conduct work
P7	Tend to Alleys and Laneways		7	The enhancement of these spaces should happen after establishing the more prominent downtown areas. Upgrades will enhance the connection between streets and the rear sections of businesses. Additionally, investing in alleys and laneways tend to be a more affordable option than extensive streetscape projects, allowing for quicker implementation with fewer resources required.	13 total	Refer to circulation diagram (pg. 13)	1. Prepare final design(s) 2. Prepare bid/construction documents 3. Procure for implementation
P8	Revitalize Back of Building Spaces		8	Identified back-of-building spaces in the downtown area have the potential to serve as additional access points, amenity spaces, or outdoor areas for businesses, and they can also be linked to other enhanced spaces. This will require urban planning, detailed design, funding, and community input, taking time to coordinate. This project must have a phased approach and implementation plan.	2 major spaces	Empty lot off Melville Lane behind buildings. Space behind buildings on the North side of Huron Street.	1. Prepare final design(s) 2. Prepare bid/construction documents 3. Procure for implementation
P1B	New Building Development	10 - 15+ years	9	This is a multi-year complex project that first relies on the growth of Ripley and will involve many parties, such as the municipality, investors, developers, planners, architects and more.	1	89 Huron Street lot	1. Property changes hands 2. Seek community input and assess needs 3. Prepare a final building design
P9	Reimagine Vacant Buildings		10	Reimagining vacant buildings allows for further assessment of community needs and desires as the other enhancements take priority. This timing ensures that when the other projects are addressed, it can be aligned more closely with the evolving vision and needs of the downtown area based on public feedback and observed usage patterns of new streetscape improvements.	17	Vacant storefronts (as of 2024)	1. Property changes hands 2. Seek community input and assess needs

Ripley Downtown

Preliminary Budget Estimate

	*Sub-project	P1A Vacant Lot Repurpose		P2 Refurbished Furniture		P3 Enhance DT Nodes		P4 Revamp Voids	
	Unit Cost Estimate	Qty	Sub-total	Qty	Sub-total	Qty	Sub-total	Qty	Sub-total
Removals									
Site Prep; existing surfaces, fixtures, signage, vegetation, etc. (lump sum)	\$ 5,000.00	1	\$ 5,000.00		\$ -	6	\$ 30,000.00	2	\$ 10,000.00
Signage									
Interpretive Panels/ Info Kiosk (unit)	\$ 1,500.00	1	\$ 1,500.00		\$ -		\$ -	4	\$ 6,000.00
Place Identification Signage (unit)	\$ 1,500.00	2	\$ 3,000.00		\$ -		\$ -	2	\$ 3,000.00
Regulatory Signage (unit)	\$ 500.00	3	\$ 1,500.00		\$ -		\$ -	6	\$ 3,000.00
Public Art									
Site Preparation (lump sum)	\$ 500.00	1	\$ 500.00		\$ -		\$ -	1	\$ 500.00
Materials and Supplies (lump sum)	\$ 400.00	1	\$ 400.00		\$ -		\$ -	1	\$ 400.00
Artist Fee (baseline)	\$ 1,500.00	1	\$ 1,500.00		\$ -		\$ -	1	\$ 1,500.00
Vegetation									
Individual Trees (unit)	\$ 200.00		\$ -		\$ -		\$ -	14	\$ 2,800.00
Naturalized Planting (sq.m.)									
<i>Native Seed Mix, etc</i>	\$ 5.00		\$ -		\$ -		\$ -	230	\$ 1,150.00
<i>Planter Planting, etc</i>	\$ 10.00		\$ -		\$ -		\$ -	11	\$ 110.00
Seed/sod (sq.m.)	\$ 3.00		\$ -		\$ -		\$ -	600	\$ 1,800.00
Woodchip (cu m.)	\$ 110.00		\$ -		\$ -		\$ -	20	\$ 2,200.00
Surface Treatments									
Asphalt (sq.ft.)	\$ 15.00		\$ -		\$ -		\$ -	5800	\$ 87,000.00
Unit Paving (sq.ft.)	\$ 110.00		\$ -		\$ -	3200	\$ 352,000.00	3800	\$ 418,000.00
Artificial Turf / Painted Asphalt (sq.ft.)	\$ 10.00	4500	\$ 45,000.00		\$ -		\$ -		\$ -
Site Furnishings & Fixtures									
Gateway Structure (unit)	\$ 2,500.00	2	\$ 5,000.00			4	\$ 10,000.00	1	\$ 2,500.00
Benches (unit)	\$ 1,700.00		\$ -				\$ -	6	\$ 10,200.00
Pinic Tables (unit)	\$ 1,500.00		\$ -				\$ -		\$ -
Bike Racks (unit)	\$ 1,200.00		\$ -				\$ -	4	\$ 4,800.00
Waste Receptacles (unit)	\$ 1,000.00	2	\$ 2,000.00				\$ -	2	\$ 2,000.00
Light Standards (unit) includes servicing	\$ 15,000.00	6	\$ 90,000.00				\$ -	2	\$ 30,000.00
String Lighting (lin.ft)	\$ 3.00	180	\$ 540.00				\$ -	200	\$ 600.00
Wall Mounted Solar Lights (unit)	\$ 400.00	3	\$ 1,200.00				\$ -		\$ -
Outdoor Screen/ Projector (lump sum)	\$ 500.00	1	\$ 500.00				\$ -		\$ -
Café Set (lump sum)	\$ 2,000.00	6	\$ 12,000.00				\$ -		\$ -
Patio Set (lump sum)	\$ 5,000.00	4	\$ 20,000.00				\$ -	10	\$ 50,000.00
	Estimated Sub-total		\$ 189,640.00		\$ -		\$ 392,000.00		\$ 637,560.00
	** Contingency (10%)		\$ 18,964.00		\$ -		\$ 39,200.00		\$ 63,756.00
	Sub-total		\$ 208,604.00		\$ -		\$ 431,200.00		\$ 701,316.00
	***Consulting Fees: Landscape Architecture (12.5%)		\$ 26,075.50		\$ -		\$ 53,900.00		\$ 87,664.50
	****Consulting Fees: Engineering/ Installation (8%)		\$ 16,688.32		\$ -		\$ 34,496.00		\$ 56,105.28
	Conservative Estimated Total		\$ 251,367.82		TBD		\$ 519,596.00		\$ 845,085.78

Notes: Budget estimate does not account for site works (mobilization/ demobilization, stormwater engineering, erosion/sediment control, tree hoarding fencing, perimeter fencing). Each project phase will be subject to site works costs.

*Sub-projects: Budget estimates reflect high-level conceptual design. Further design, specifications and construction detailing will inform more accurate budget figures.

** Contingency (10%) re. unforeseen costs associated with inflation, material availability, un-known site specific conditions, permits, site dewatering if required, etc.

*** Consulting fees based on industry standards (OALA Fee Guide for Landscape Architectural Services, April 2023) using a percentage fee calculation method.

****Consulting fees based on industry standards (ACEC Ontario CEO 2020 Fee Guideline) using a percentage fee calculation method.

Ripley Downtown

Preliminary Budget Estimate

	*Sub-project	P5 More Public Art		P6 Accessibility Audits		P7 Alleys/Laneways		P8 Back of Building Space	
	Unit Cost Estimate	Qty	Sub-total	Qty	Sub-total	Qty	Sub-total	Qty	Sub-total
Removals									
Site Prep; existing surfaces, fixtures, signage, vegetation, etc. (lump sum)	\$ 5,000.00		\$ -		\$ -	1	\$ 5,000.00	2	\$ 10,000.00
Signage									
Interpretive Panels/ Info Kiosk (unit)	\$ 1,500.00		\$ -		\$ -		\$ -	4	\$ 6,000.00
Place Identification Signage (unit)	\$ 1,500.00		\$ -		\$ -		\$ -	2	\$ 3,000.00
Regulatory Signage (unit)	\$ 500.00		\$ -		\$ -	13	\$ 6,500.00	6	\$ 3,000.00
Public Art									
Site Preparation (lump sum)	\$ 500.00	9	\$ 4,500.00		\$ -		\$ -	3	\$ 1,500.00
Materials and Supplies (lump sum)	\$ 400.00	9	\$ 3,600.00		\$ -		\$ -	4	\$ 1,600.00
Artist Fee (baseline)	\$ 1,500.00	9	\$ 13,500.00		\$ -		\$ -	4	\$ 6,000.00
Vegetation									
Individual Trees (unit)	\$ 200.00		\$ -		\$ -		\$ -	3	\$ 600.00
Naturalized Planting (sq.m.)									
<i>Native Seed Mix, etc</i>	\$ 5.00		\$ -		\$ -		\$ -		\$ -
<i>Planter Planting, etc</i>	\$ 10.00		\$ -		\$ -		\$ -		\$ -
Seed/sod (sq.m.)	\$ 3.00		\$ -		\$ -		\$ -	140	\$ 420.00
Woodchip (cu m.)	\$ 110.00		\$ -		\$ -		\$ -		\$ -
Surface Treatments									
Asphalt (sq.ft.)	\$ 15.00		\$ -		\$ -	6850	\$ 102,750.00	1000	\$ 15,000.00
Unit Paving (sq.ft.)	\$ 110.00		\$ -		\$ -		\$ -	3800	\$ 418,000.00
Artificial Turf / Painted Asphalt (sq.ft.)	\$ 10.00		\$ -		\$ -		\$ -	300	\$ 3,000.00
Site Furnishings & Fixtures									
Gateway Structure (unit)	\$ 2,500.00		\$ -		\$ -		\$ -	2	\$ 5,000.00
Benches (unit)	\$ 1,700.00		\$ -		\$ -		\$ -	6	\$ 10,200.00
Picnic Tables (unit)	\$ 1,500.00		\$ -		\$ -		\$ -	6	\$ 9,000.00
Bike Racks (unit)	\$ 1,200.00		\$ -		\$ -		\$ -	8	\$ 9,600.00
Waste Receptacles (unit)	\$ 1,000.00		\$ -		\$ -		\$ -	4	\$ 4,000.00
Light Standards (unit) includes servicing	\$ 15,000.00		\$ -		\$ -		\$ -	6	\$ 90,000.00
String Lighting (lin.ft)	\$ 3.00		\$ -		\$ -		\$ -	200	\$ 600.00
Wall Mounted Solar Lights (unit)	\$ 400.00		\$ -		\$ -	8	\$ 3,200.00	12	\$ 4,800.00
Outdoor Screen/ Projector (lump sum)	\$ 500.00		\$ -		\$ -		\$ -		\$ -
Café Set (lump sum)	\$ 2,000.00		\$ -		\$ -		\$ -	4	\$ 8,000.00
Patio Set (lump sum)	\$ 5,000.00		\$ -		\$ -		\$ -	8	\$ 40,000.00
	Estimated Sub-total		\$ 21,600.00		\$ -		\$ 117,450.00		\$ 649,320.00
	** Contingency (10%)		\$ 2,160.00		\$ -		\$ 11,745.00		\$ 64,932.00
	Sub-total		\$ 23,760.00		\$ -		\$ 129,195.00		\$ 714,252.00
	***Consulting Fees: Landscape Architecture (12.5%)		\$ 2,970.00		\$ -		\$ 16,149.38		\$ 89,281.50
	****Consulting Fees: Engineering/ Installation (8%)		\$ -		\$ -		\$ -		\$ 57,140.16
	Conservative Estimated Total		\$ 26,730.00		\$ 20,000.00		\$ 145,344.38		\$ 860,673.66

Notes: Budget estimate does not account for site works (mobilization/ demobilization, stormwater engineering, erosion/sediment control, tree hoarding fencing, perimeter fencing). Each project phase will be subject to site works costs.

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 *** Consulting fees based on industry standards (OALA Fee Guide for Landscape Architectural Services, April 2023) using a percentage fee calculation method.
 ****Consulting fees based on industry standards (ACEC Ontario CEO 2020 Fee Guideline) using a percentage fee calculation method.

Participants in the Township of Huron-Kinloss Ripley Downtown Development Envisioning

Huron-Kinloss Project Team:



Michelle Goetz - Manager of Strategic Initiatives
Amy Irwin - Business & Economic Officer

Design and Facilitation Team:



*Design, Landscape Architecture, and Planning
for Rural, Destination and Amenity Landscapes*

Sean Kelly, Stasia Stempski, Alex Feenstra

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