

Location

Menesetung Room
10:00 am

Attendees

Trevor Bazinet	Janice Hallahan, CAO	Vicky Culbert - BIA Appointment
Randy Carroll	Sean Thomas, Director of Community Services,	Christopher Spaleta – Citizen
Allison Segeren	Infrastructure and Operations	Appointment
Dennis Elliott		
Matt Pearson	Mark Zuzinjak	
Dale Erb		

Absent: Colin Carmichael - Huron Chamber of Commerce Appointment
Andrea Fisher, Director of Legislative Services/Clerk

Brief Agenda Items

1. Mayor Bazinet opens the meeting.
2. Approval of Agenda

Moved by: Councillor Segeren
Seconded by: Member Culbert

That the August 23, 2024 agenda be approved as circulated.

CARRIED

3. Adoption of Minutes

Moved by: Councillor Carroll
Seconded by: Councillor Segeren

That the June 21, 2024 minutes be approved as printed.

CARRIED

4. Mayor Bazinet reviews the efforts made to inform the public including website, mail-outs (to all properties in Goderich), radio announcements, and hand delivery of notices. He speaks to the events that have occurred since the last Task Force Meeting including reference to the following:

- Stakeholder Meetings – June 27th
- Council Meeting – July 8th – Project Update and Review of Concept Enhancements
- Public Open House – July 11th
- Block Layout Exercise – July 29th

5. Mark, Matt, Dennis and Dale review the Update Report as circulated including the following content:

1. General Background
 - 1.1 Rebuilding Downtown Infrastructure Task Force
 - 1.2 Engineering, Design, and Urban Planning Team
 - 1.3 Early Visioning and Brainstorming Exercise by Task Force
2. Design Charrette
 - 2.1 Charrette Concept
 - 2.2 Typical Cross-Section
 - 2.3 Typical Layout
 - 2.4 Pedestrianizing the Square – Raised Planters, Trees, Landscaping
 - 2.5 Back-In Angle Parking
 - 2.6 Intersections – Standard vs. Large Wheel-Base
 - 2.7 Cycling Facilities
 - 2.8 Wayfinding, Street Furnishings, Lighting, Event Power, Etc.
 - 2.9 Long-Term Maintenance
 - 2.10 February 2024 Concept Summary and General Elements
 - 2.11 Concept Updates
3. Stakeholder Meetings – June 27th
 - 3.1 Groups
 - 3.2 General Summary of Comments Received
4. July 11th Open House
5. Block Layout Exercise
6. Parking Discussion
 - 6.1 Parking Standards
 - 6.2 Parking Spaces – Square
 - 6.3 Accessible Parking
 - 6.4 Downtown Parking Study
7. Project Design
 - 7.1 Project Schedule
 - 7.2 Recent Concept Update
8. Direction to Advance Project to Design Stage
9. Specific Design Decisions
 - 9.1 Driving Lanes
 - 9.2 Intersections
 - 9.3 Planters
 - 9.4 Parking Spaces
 - 9.5 Accessible Parking Locations

6. The Design Team speaks to the importance of obtaining direction to proceed with the major design elements associated with the Rebuilding Downtown Project including the following key project components:
 - a. Travel Lanes – width and number
 - b. Intersection Design – Common configuration with dual pedestrian crossing
 - c. Planters – number per block and height above grade (which could include a mixed scenario)
 - d. Parking – Acceptance of changes along with support for off-site modifications (i.e., 90 degree parking)
 - e. Accessible Parking Locations
 - f. Reverse (Back-In) Parking

During the discussion, it was generally agreed that the physical configuration of the planters could be determined through the final design process. Other decisions related to street furnishings, street lighting location, pavement materials, trees species, planting species, curbing, final accessible parking space location, electrical provisions, wayfinding, etc. are final design elements that will require input at a later time.

7. It was noted that the correspondence received following the July 11th open house has been incorporated in the Appendix B of the Update Report. Names and personal information have been removed from the documentation.
8. The following members of the public as well as member of the Task Force were provided opportunity to speak:
 - Lindsay Skinn
 - Stressed importance of construction parking
 - Suggested reserve parking for business owners and employees
 - Height of trees may conflict with business signage
 - Scheduling is a key element of her business and consideration for weather delays during construction is important
 - Wondered about accessibility into each business and whether improvements would be made and who would pay – Dennis responded that this would be reviewed as part of the design and changes on the Town side of the door would be included in the Contract for the work.
 - Denata Stanbury
 - Cement Planters**
 - In the picture the cement planters are right up against the edge of the road, this doesn't allow for people to get out of their cars and walk on a sidewalk in front. We know this is a problem because of winter when we have to shovel walkways in front of each car and in-between each car right at the edge where the snow naturally piles. This is especially a concern for elderly people trying to make their way too and from their car, the less obstacles the better.
 - The cement planters are not appealing, they are too cold/modern for our Downtown. This takes away from the old-fashioned history that our Downtown exudes. That is what visitors come to see, not concrete.

- The sidewalk snow plowes do an excellent job of removing the snow from the Downtown sidewalks and regularly, how are they going to maneuver around these huge planters especially without damaging them?
- Downtown London has these type of cement structures, I travel there every week and noticed although not very old these structures look damaged and are an eyesore, one around a statue is already being redone and it wasn't long ago that it was first structured. There are scratches and chunks missing, it looks awful. We should keep our Downtown having that historic look in my opinion.
- I spoke with one of the Designers at the drop in and they mentioned that the reason for the planters is for shade and that studies show that people find it too hot in Downtowns. My question is was this decision made based from comments about our Downtown being too hot or is this just a general concern for other Downtowns? We fortunately have a huge amount of shade right across the road from each of us and on the corners which is in my opinion enough. Other Downtowns don't have over 100 trees right across from all of the stores.
- The trees in the planters will hide our signs and make it difficult for visitors to find what they are looking for when they are driving.
- Leaf cleanup from the Fall right through to the Summer is an issue. We'll come into work in the morning in the Fall and leaves are piled halfway up our door, I can't imagine adding more trees that we have to do the cleanup for. It would be great if the Designers can be Downtown in the Fall to see how bad this gets.
- It looks like there are stationary tables installed in the designs, these would be other obstacles for snow cleanup and for getting around from the parked cars. If they aren't movable too that is in the way of deliveries, which is already a challenge for us. Our alley is too difficult for a big truck to get down.
- Comments shared with me from visitors is that they feel the road is already too narrow for getting around.
- If the roadway is being narrowed for planters and permanent tables that seems to be a waste of space and money. It would be different if the space was needed for the restaurants' patio tables, that I understand, as that is their livelihood in the summer and seems like a safer option than using parking spaces.

No Cycling Lane

- Instead of narrowing the road for more sidewalk space it would have been more inviting and a good safety feature to have a cycling lane between the sidewalk and parked cars. Someone mentioned that the reason it was left out of the design was because of the exits to the side streets and how that felt unsafe but every Downtown with bike lanes has side street exits. They can have to stop at a crossing to ensure safe to cross which could be accomplished with signage.
- There are more people cycling in our Downtown than many realize but they are not allowed to use the sidewalks to cycle. Where can young families cycle safely?
- Most Downtown restructurings are including a bike lane now, it is becoming even more a method of transportation with the rising prices of transportation?
- You can tell how many cyclists there are by watching a bike rack and how often it is used. There are more and more visitors coming from the G2G Rail Trail all the time. We are surprised by the increase and Goderich is the end destination for many. They shop Downtown, eat in our restaurants, and stay in our

accommodations. Having a bike lane would be more welcoming for visitors and safer for our local families.

- Roy Mason
 - It is too bad this work wasn't undertaken following the tornado
 - Suggested sticking to the status quo – prefer to replace what is there
 - Concerns with using up reserve funds

- John Thompson
 - Spoke to geometry and noted that 90% of the area is proportionately devoted to cars vs. pedestrians. The current concept reduces that percentage but not significantly and it is important to hang onto what is in the concept for pedestrians (i.e. trees, extra boulevard width)
 - John referenced a photograph he had taken of a family trying to find shade under a hanging flower planter to make his point about the importance of shade
 - John noted that walking a block from store to store is a reasonable consideration given that most people don't have concerns walking similar distances to get to (and within) bulk item stores like Walmart, Zehrs, Canadian Tire
 - Bike parking is important
 - Discussion around the concept of uncertainty and the struggle with uncertainty around change
 - Efforts made over 100 ago to impart quality into the work – we should do the same now and the current concept is a gift to future

- Deb Smith
 - Noted concerns that information wasn't easily accessible related to the process
 - Inquired about parking
 - Noted that winter has an impact on downtown usage
 - Should be careful with expenditures
 - Wondered how deliveries would be managed to reduce vehicle impacts

- Claire Smith
 - Asked about snow removal and how it would be impacted and public works capabilities given possible new configuration

- Dr. David Walker
 - Noted that a shared lane would be best suited to the interior lane

- Mayor Bazinet
 - Infrastructure has to be done to prepare for future
 - Concerns over concrete planters and degradation from salt
 - Noted that his preference is to see removable planters or at-grade tree grates if a decision is made to include trees. Important to take the time to look at the options, impacts, and operational activities (i.e., leaf removal)
 - When possible, it is important to circulate information to the public as soon as possible

- Community engagement process has been extensive with significant notification including mailings, postings, hand-outs, etc.
- Construction management is a critical consideration and efforts will be made to minimize impacts
- Dennis Elliott
 - In Town, the aggregate specified for use in concrete is more resistant from weather and chemical impacts
- Glenn Scheels
 - The Square is an important space in the community
 - Spoke to cost and how project should be considered an investment into the community with benefits for the tourism and businesses
 - Suggested that two lanes is sufficient and consideration to reducing the lane widths could be contemplated
 - Intersection design works well and the crossings seem to match how people navigate now
 - Perhaps a mix of planter types is possible and need to consider heritage in the final design
 - Parking should be seen as a management issue
 - Cycling should be via shared facilities or lanes
- Randy Carroll
 - Inquired about parking spaces related to confirmation of projected spots
- Vicky Culbert
 - Reiterated that communication is critical both now and during construction
- Allison Segeren
 - Spoke to how the various design elements are in some cases a compromise of the various opinions received.
 - Shared lane cycling should be discussed further
 - Allison reminded all the Council supports actions to safeguard against the current and potential consequences of the global climate crisis and in this regard, trees are important
- Christopher Spaleta
 - Chris noted his support for the concept including trees and planters
 - He reminded all that the original concept developed after the tornado included recommendations around the importance of trees
- Tom Fincher
 - Unique perspective given that his business has been through 2 previous improvement projects
 - Suggested that 90% of patrons arrive via vehicles
 - Likes the idea of a block layout trial
 - Noted that he thinks things are evolving in the right direction

- Questioned the ongoing costs related to future parking enforcement
- We should be aware that parking limitations will impact connecting roads and the related businesses
- Concern with leaves and whether the Town can commit to assisting with leaf pick-up
- Referenced the removable planters that Kincardine has placed
- Cost impact for businesses during construction – refer to article that was circulated
- Mentioned new accessibility standards related to sidewalk width

9. Date for next meeting to be determined through a poll following the **Special Meeting of Council** being held on **September 4th** in the Council Chambers.

10. Recommendations to Council

Further discussion was held around the need to make recommendations to council related to: Travel Lanes – width and number, Intersection Design – Common configuration with dual pedestrian crossing, Planters – number per block and height above grade (which could include a mixed scenario), Parking – Acceptance of changes along with support for off-site modifications (i.e., 90 degree parking), Accessible Parking Locations, and Reverse (Back-In) Parking.

The following motions were presented related to the above:

Moved by: Member Culbert

Seconded by: Councillor Carroll

That the Goderich Rebuilding Downtown Infrastructure Task Force recommend to Goderich Town Council:

THAT Travel lanes of the Downtown Core be two lanes, at 4 metres each for traffic, including pavement delineation.

CARRIED.

Moved by: Member Spaleta

Seconded by: Councillor Segeren

That the Goderich Rebuilding Downtown Infrastructure Task Force recommend the following to Goderich Town Council:

And That Intersection Design be a common intersection configuration to include mountable island, twin crosswalks to interior, and opportunity for plantings;

And That Bump-outs be included in the final detail design at intersections to reduce distance, protect pedestrians, and provides opportunity for landscaping;

And That Planters be of equal distribution of three (3) raised hybrid design planters, to be determined at a later date once some design options are brought back for consideration;

And That Parking in the Downtown Core be angle parking with a standard width of +/- 2.75 metres (12 stalls for 8 blocks), with immediate off-square parking as 90 degree parking;

And That Accessible Parking be Type A accessible parking spaces, 1 to 2 stalls located on each connecting street (immediately adjacent to the Square), with other areas to be considered in conjunction with the final design;

And That there be no reverse angle parking in the Downtown Core.

CARRIED

11. Adjournment

Moved by: Councillor Segeren

Seconded by: Member Culbert

That the Rebuilding Downtown Infrastructure Task Force does now adjourn at 12:38 pm.

CARRIED

Meeting Minutes prepared by D. Erb

Circulation to all invited Attendees

Encl.

Task Force Update Report, August 23, 2024

TASK FORCE UPDATE REPORT
August 23, 2024

1.0 GENERAL BACKGROUND

The infrastructure in the Downtown core is aged (+100 years old) and needs to be replaced. Town staff and council recognized the importance of the Downtown in the 2023 Strategic Plan by setting priorities for the next 4 years. Goal No. 1 was to provide Safe and Reliable Infrastructure by taking a long-term, evidence-based approach to managing that infrastructure. Subsection 1.1 from the Strategic Plan document has been provided below:

Subsection 1.1 – Taking a long-term perspective and an evidence-based approach to managing municipal infrastructure. Key elements:

- a) **Engage a design/engineering firm** to work with Town staff to produce a **comprehensive “Rebuilding Downtown Infrastructure” plan** that includes **future state design concepts and options, associated costs** with high level **phases/milestones. The outcome of this process will be a costed out Preferred Option.**
- b) **Establish a Rebuilding Downtown Infrastructure Task Force** with citizen participation with a mandate to facilitate public discussion and inform the Project Team (design/engineering firm & Town staff) throughout the process.
- c) **Council makes decision on the Rebuilding Downtown Infrastructure Preferred Option.** Initiate **communications strategy** with residents and downtown businesses.
- d) **Complete a go forward plan with priorities and costing to extend water/wastewater services.**

As it relates to the Downtown there were 4 main points developed having a general intent that included the establishment of a design Team, establishment of a Task Force, and the development of a rebuilding infrastructure plan including milestones and costs for a preferred option that could be presented to Council for consideration.

During the fall of 2023, the following groups were developed:

1.1 Rebuilding Downtown Infrastructure Task Force - In the fall of 2023, the Task Force was established through Council:

Mayor Trevor Bazinet, Councillor Randy Carroll, Councillor Allison Segeren, Citizen Appointment Christopher Spaleta, BIA Appointment Vicky Culvert, Huron Chamber of Commerce Appointment Colin Carmichael, CAO Janice Hallahan, Director of Community Services Infrastructure and Operations Sean Thomas, Director of Legislative services Andrea Fisher



2.0 DESIGN CHARRETTE

Lead by GSP with assistance from BMROSS and the Task Force members, a four-day charrette was held related to the Courthouse Square streetscape. The Charrette was held during the final week of November 2023 at the Royal Canadian Legion Branch 109 hall just off the Courthouse Square. Charrette notices were delivered to all properties in Goderich.

A charrette is a collaborative planning and design workshop that brings together stakeholders, including community members, and local officials, to generate ideas and concepts for streetscapes and other planning and design projects. The term “charrette” is derived from the French word for “cart” or “chariot.” It refers to an intense period of work to complete a planning and design project.

The goal of the charrette process was to develop a community endorsed conceptual streetscape design. The structure of the charette included the following schedule:

Time	Day 1 - Education and Vision Tuesday, November 28, 2023	Day 2 - Typical Street Section Wednesday, November 29, 2023	Day 3 - The Concept Plan Thursday, November 30, 2023	Day 4 - Production Friday, December 1, 2023
9:00-10:00		CONSULTATION Downtown Core Property Owners	CONSULTATION Downtown Core Property Owners	DRAFT Concept Plan Public consultation
10:00-11:00		CONSULTATION Downtown Core Business – Restaurants	CONSULTATION Downtown Core Business – Restaurants	DRAFT Concept Plan Public consultation
11:00-12:00	Tour with staff invited parties Walking audit and photographs	CONSULTATION Downtown Core Business – Offices	CONSULTATION Downtown Core Business – Offices	DRAFT Concept Plan Public consultation
12:00-1:00		Public consultation	Public consultation	Public consultation
1:00-2:00	Working lunch with tour group Values and issues exercise	CONSULTATION Downtown Core Business - Retailers	CONSULTATION Downtown Core Business - Retailers	Councilor Session
2:00-3:00		Public consultation	Public consultation	Prep Streetscape Concept Plan presentation
3:00-4:00	Meet with Public Works and Parks	Develop Typical Cross Section(s)	DRAFT Concept Plan Public consultation	
4:00-5:00			DRAFT Concept Plan Development	
5:00-6:00				
6:00-7:00	Opening night public presentation “Streetscape 101”	PIN UP SESSION Public consultation	PIN UP SESSION Public consultation	Closing presentation Streetscape Concept Plan
7:00-8:00	Public consultation	Public consultation	Public consultation	

CONCEPT

- Day 1: Discovery Education

The day kicked off with a tour of Courthouse Square to review: accessibility and travel lanes to sidewalks, plantings, parking, wayfinding, drainage, lighting, furnishings, and maintenance. After the tour, participants broke into smaller groups, delving into collective values for the streetscape and addressing individual concerns.

This collaborative effort set the stage for a productive evening session where GSP presented a comprehensive “Streetscape 101” educational session to the public audience. The presentation covered critical elements ranging from the overall rationale behind replacing aging subsurface infrastructure to the intent of the charrette, emphasizing learning from one another, developing common values, and understanding individual issues. GSP elaborated on the role of design vehicles, universal and inclusive design, accessibility compliance, the impact of speed, stormwater considerations, wayfinding, street trees, paved surfaces, lighting, parking, cycling facilities, and maintenance.

Post-presentation, the public engaged in further discussions, forming common values and addressing individual issues. The outcome was a set of shared values against which the streetscape design would be evaluated, along with identified individual concerns that should be considered in the design process. The collective values encompassed safety for all modes, the significance of parking for main street success, affordability, aesthetic appeal, universal accessibility, and creating a comfortable environment with shade and greenery.

Individual issues included concerns about the existing environment, safety, design quality, potential project impacts including costs and business disruption during construction, parking issues, and wayfinding challenges.

- Day 2: Cross Section

The second day of the charrette focused on the development of a streetscape cross section. The streetscape cross section shows:

- Roadway Surface: travel lanes for vehicles, bike lanes (if present), and any other designated paths.
- Sidewalks: pedestrian walkways, often indicating the materials used for paving and the width of the sidewalk.
- Drainage: curbs and gutters, swales, or ditches that help manage stormwater drainage.
- Street Furnishing Area: space dedicated to benches, trash cans, and other amenities that contribute to the streetscape.
- Street Trees and Landscaping: the location and type of vegetation that plays a crucial role in enhancing the aesthetics and environmental quality of the street.
- Lighting: placement and type of street lighting fixtures.
- Utility Infrastructure: Indications of underground utilities such as water pipes, sewer lines, and electrical conduits.
- Adjacent context: the distance between the street and the front of adjacent buildings or other land uses.

Specific stakeholders — including property owners, restaurateurs, retailers, and office owners — sat down with the charrette design team to discuss how their businesses use the street and the impact that would have on the distribution of space within cross section. Throughout the day, members of the public casually dropped in to observe and comment upon the evolving cross section design.

- Day 3: Streetscape Layout

Using the cross section developed the previous day, the charrette team listened to property owners, restaurateurs, retailers, office owners, and members of the public to shape an overall streetscape layout. A streetscape layout is a detailed plan drawing that illustrates the arrangement and organization of various elements within a street or public space. This overall plan shows how the layout of physical components are integrated to achieve specific design goals. The charrette team focused on the layout of intersections, specifically on safe crossings where large wheelbase vehicles needed to enter and exit the Courthouse Square

- Day 4: Presentation of Starter Ideas

On the final day, the charrette team refined the cross section and layouts. The team continued to receive comments from the public and individual members of Town leadership before presenting the “starter-ideas” during a public presentation that evening.

The public presentation included a review of the elements and principles of streetscape design, a detail description of the existing cross section, the proposed cross section and the proposed layout. Two options were shown for the proposed cross section. One cross section included a two-way multi-use path located between the angle parking spots and the sidewalk. The other cross section showed an eight-meter cart path that included a 1.5-meter area for cycling. Both options showed back-in angle parking. Following the presentation, a short question and answer period was conducted. Members of the public wanted to know about costs, construction impacts on their businesses, questioned back-in angle parking, and were concerned about smart cities and active surveillance. The plan was generally well received otherwise.

2.1 Charrette Concept

The concept produced from charrette process prioritized pedestrian comfort and safety while balancing universal design principals and walkability with roadway geometry that promotes slow motor vehicle speeds. It contributes to the identity of a vibrant and successful main street.

Charrette Sketch



February 2024 Report Figure



2.2 Typical Cross-Section



2.3 Typical Layout – February Concept

- Two Lanes
- Reverse Parking
- Appropriate (Standard) Parking Space Width
- Pedestrian Crossings



2.4 Pedestrianizing the Square - Raised Planters, Trees, Landscaping

- Raised Planters – Trees and Landscaping
- Seating, Dining, and Retail Sales Area



2.5 Back-In Angle Parking – February Concept

- Improved visibility and safety resulting from better sight lines where backing into a parking space provides drivers with improved sight lines when exiting the space. This helps in spotting pedestrians, cyclists, and oncoming traffic, reducing the risk of accidents by minimizing blind spots.
- Easier maneuver to back into an angled parking space versus backing into circulating traffic, especially in busy areas. Drivers can have better control and precision when entering the parking space as well.
- Motorists behind the vehicle being parked must stop.



2.6 Intersections – Standard vs. Large Wheel-Base

- Typical intersections have been designed to minimize conflicts between pedestrians and vehicles while meeting AODA requirements.
- Three large wheelbase vehicle intersections have been designed to minimize conflicts between pedestrians and vehicles while meeting AODA requirements. Dual crosswalks are provided to get to the Courthouse. A mountable pedestrian island is provided with the understanding that large vehicles will roll over the island and encroach into approaching travel lanes to make turning movements at speeds less than 10 km/hr.

Typical Intersection – No Trucks



Large Wheel-Base Vehicles



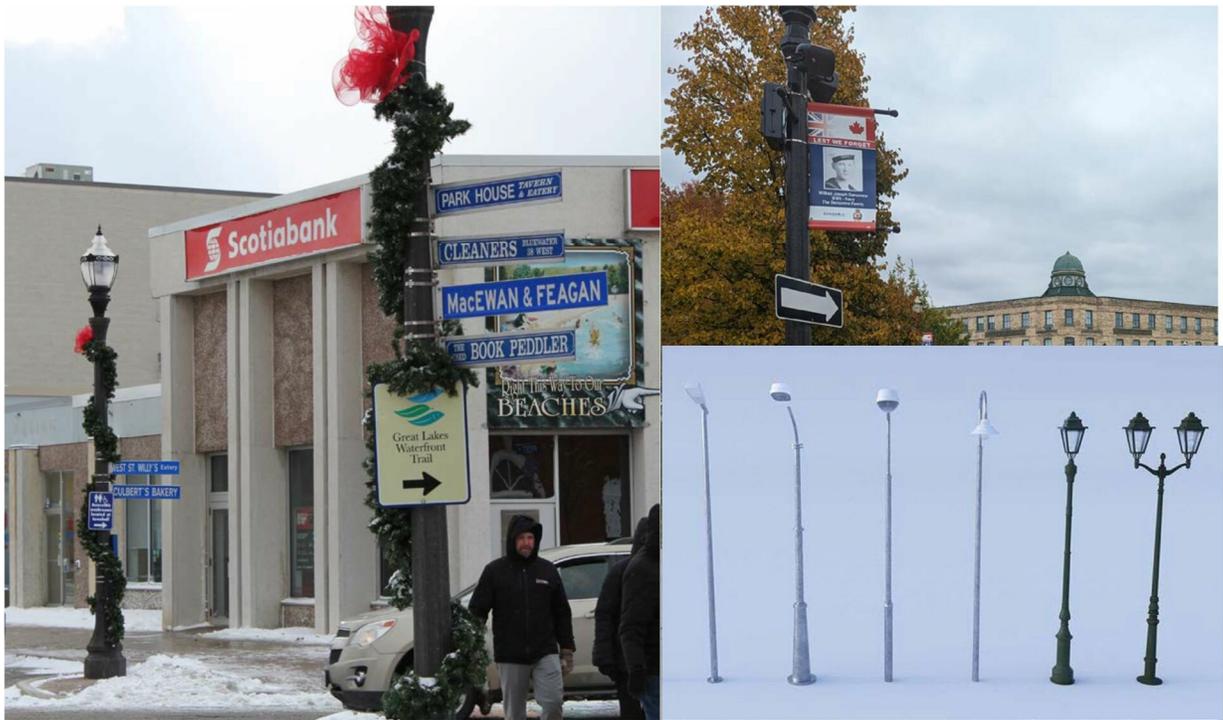
2.7 Cycling Facilities

- The safety needs and comfort of cyclists play a significant role in the streetscape design. As noted in the design of intersections, it is preferred to create a slow operating speed street environment that is conducive to safe and comfortable cycling rather than providing dedicated lanes to reduce conflicts with pedestrian and vehicular conflicts.
- The provision of bicycle racks and other amenities like dedicated bicycle parking areas, pump and tool stations, and water fountains will create an inviting place for cyclists. Maintenance practices, particularly in the winter months, will be key to supporting a thriving cycling friendly place.



2.8 Wayfinding, Street Furnishings, Lighting, Event Power, Etc.

- Wayfinding contributes to the identity and legibility of main street environments. Wayfinding techniques employ directional signage, informational signs, and landmarks. The proposed design will disentangle the current signs and reestablish a logical approach to provide information and orientation.
- The selection of a cohesive palette of street furnishings will enhance the pedestrian experience within the Square. The provision of complementary furnishings placed in a coordinated manner will provide convenient and flexible opportunities for seating and social interaction, while contributing to the overall character of the public realm surrounding the Square.
- Light standards within the public realm should be placed in a manner which provides adequate and uniform illumination across the sidewalks and vehicle travel lanes. It is recommended that warm spectrum LED lighting, covering only the public realm, be provided to reduce light pollution and contribute to nighttime ambience.



2.9 Long-Term Maintenance

- Proper planning and maintenance of the streetscape will be key to ensuring long-term success. During Design Development, a maintenance plan which aligns with the needs of Town staff budgets, staffing, and workflow shall be developed. Town Staff will play an important role in the design process and shall be consulted regularly during detail design to incorporate their input. The maintenance plan should be reviewed with the Town's Asset Management team and incorporated into their forecast's for predictable maintenance and replacement.



2.10 February 2024 Concept Summary and General Elements

- Typical cross section – interior parking, 2 lanes traffic, angled parking, utility corridor, planters/trees/vegetation, and pedestrian/dining/retail corridor;
 - Planters are elevated to protect against salt and to provide seating;
 - Trees around exterior will require appropriate soil volume;
- Reverse parking – concept will allow either front or reverse parking – the decision will not impact the design concept;
- Pedestrian conflicts significantly increased with a cycle or multi-use lane suggesting a shared road is more favourable;
- Vehicle turning movements require two intersection configurations. Large wheel based vehicles accommodated at West, Kingston, and South;
- Generous crosswalks / sidewalks;
- Potential for open seating at intersections;
- Surface materials: ultimately detailed design element – factors to consider include cost, maintenance, colour, AODA requirements;
- Some loss of parking around exterior due to new geometry. Increased parking on side streets can be gained through 90 degree parking (similar to Bayfield Main Street);
- Dining opportunities exist in the plan. Currently focused on intersections but can be modified through final design process;
- Wayfinding and art can be considerations;

2.11 Concept Updates

Following the presentation of the February Concept several concept updates and iterations were completed in response to both Task Force and Council direction. The following summarizes the approximate timelines associated with the update process:

April 8th Council Meeting

- GSP and BMROSS presented the Goderich Downtown Streetscape report (February 2024) along with a summary of the anticipated costs.
- A Motion *to receive report and bring back financial strategy* was passed.

April 29th Council Meeting

- Funding scenarios presented to Council by staff.
- A Motion was passed *to have GSP / BMROSS refine the concept with consideration for dining space, retail space, reduced maintenance, and reduced capital costs – with updated concept(s) to be presented to the Task Force on May 7th.*

May 7th Task Force

- Two Alternative Concepts were presented to the Task Force. To varying degrees, both alternatives incorporate plan refinements that provide a potential for increased dining space, increased retail space, reduced maintenance, and reduced capital costs.
- A Motion was passed asking that *BMROSS work with GSP to provide a revised enhanced design and cost estimate that considers, as much as possible, future operational and capital costs through refinements to sidewalk space, tree and landscape areas, and concrete planter quantities, for the Rebuilding Downtown Infrastructure Project; and that the revised enhanced design be presented to Goderich Town Council for direction on proceeding to the preliminary design stage.*

May 21st Council Meeting

- Concept plan refinements were provided to Council for consideration including details of the plan and budgetary amounts. Refer to Council agenda for Memo provided at the time.

- A Motion was passed that Council authorize staff to work with BM Ross & Associates and GSP to advance to the preliminary design stage of the Downtown Revitalization design to be presented to the Downtown Revitalization Task Force for a recommendation back to Council, in order to prepare the design, develop and engage in a communication plan, with a goal to tender the project later in 2024.

Late May to Mid-June

- GSP completed design refinements with consideration to the following:
 - Planter locations and alignment with business types
 - Intersection design, pedestrian crossing, and overall functionality
 - Reverse vs. back-in parking
 - Accessibility elements
- BMROSS and the Town formulated a Milestone plan for the project. (see right)
- BMROSS and the Town prepared a Public Update Notice which was circulated through various platforms including direct mail-out to properties within the Town boundary. Refer to Memo attachment. (see right)

June 21st Task Force

- Refined preliminary design concept was presented to Task Force including Milestone plan and Stakeholder engagement process.

July 8th Council

- Council Update Meeting including review of refined preliminary design concept was presented to Council including Milestone plan and Stakeholder engagement process.
- Key Milestone dates were presented including details related to the planned Open House on July 11th.
- Design changes were presented with consideration to the following:
 - Planter locations and alignment with business types
 - Intersection design, pedestrian crossing, and overall functionality
 - Reverse vs. forward angle parking
 - Accessibility elements
- Updates included the following:
 - **Tree Planters and Configuration:** A planting distribution has been applied to the tree planters with a symmetrical approach given the very strong design element that currently defines the existing Square features. The cardinal direction intersections have been given a highlighted treatment at the intersection with a low wall and wayfinding component. The quadrants, immediately adjacent to East and West street, include 3 mid-block trees while the quadrants, immediately adjacent to North and South street, include 2 mid-block trees. This differs from what was originally envisioned at the end of the Charrette process. Restaurant locations have been highlighted on the plan in a pale yellow to help illustrate the relationship between the building and planter locations relative to potential patio space. The 3D renderings help to provide clarity to the potential locations for dining or retail opportunities adjacent to the planter areas. Removable planters have been shown at the non-cardinal intersections as an option to improve operational and maintenance limitations.
 - **Two travel lanes** for traffic including pavement delineation.
 - The renderings provided include options for **planter heights**. The hope is that the planter configuration (height and dimensions) can be finalized following review and consideration of comments from the Task Force, Council, Staff, the Public, and Stakeholders.

REBUILDING DOWNTOWN INFRASTRUCTURE PROJECT UPDATE

Project Timeline

- May 2024: Project Authorization
Council authorized BMROSS & GSP to proceed with preliminary design.
- June 2024: Preliminary Design
• Develop preliminary design concept for the Square
• Task Force Meeting – June 21 10PM, 1st Floor Room
- June 27: Present Preliminary Design
Present Preliminary Design Concept to Town Staff, BIA, Accessibility Committee, Heritage Committee
- July 8: Present to Council
Present report on concept and comments to Council
- July 11: Public Open House at Town Hall 3 PM to 6 PM in Council Chambers
- August 2024: Final Design
• Prepare Final Design
• Prepare Tender Documents
• Present Final Design
- Fall 2024: Prepare Tender
Present Final Design
- November 2024: Tender Project
- January 2025: Public Open House with Contractor
Review construction methodology, schedule, traffic control plans and other details.

Questions?
Contact Sean Thomas, Town of Goderich
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GODERICH
Canada's Prettiest Town

DIG OUR DOWNTOWN : IT'S HIP TO BE SQUARE
June 13, 2024 v. 6

- **Intersection:** Design has been standardized to include crossings on either side of each intersection and drive-over islands capabilities to address pedestrian crossing trends, provide additional traffic calming, and allow large wheel-base vehicle access. Pedestrian safety has been improved through the elimination of a diagonal parking space ahead of the pedestrian crossing location on the Square. Common intersection configuration including mountable island, twin crosswalks to interior, and opportunity for low level plantings.
- **Reverse Parking:** Although it could be implemented in the future through changes to line painting, reverse parking has been removed from concept plan.
- Items for future detailed design (not shown in the attached details) include: light pole locations, accessible parking spots, sidewalk materials, and planter details.

3.0 STAKEHOLDER MEETINGS – June 27th

3.1 Groups

- Group 1: Downtown Operationally Related Parties
Courthouse Representatives, Local OPP, Town staff (Senior Management, Operations, Asset Management, Tourism), Council Representatives, Task Force Members, BMROSS staff, GSP staff
- Group 2: Downtown Goderich Business Improvement Area (BIA)
BIA Representation, Council Representatives, Senior Management from Town, Task Force Members, BMROSS staff, GSP staff
- Group 3: Huron County Accessibility Advisory Committee (HCAAC)
HCAAC Representation, Council Representatives, Senior Management from Town, Task Force Members, BMROSS staff, GSP staff
- Group 4: Municipal and Marine Heritage Committee
Heritage Representation, Council Representatives, Senior Management from Town, Task Force Members, BMROSS staff, GSP staff

3.2 General Summary of Comments Received

Group 1: Downtown Operationally Related Parties

- OPP is supportive of lane definition through line painting – painting will provide enforcement benefit.
- OPP wondered about the possibility of adding a PXO.
- Courthouse expressed the importance of communication related to impacts during construction as they need to properly plan for prisoner transport, jury selection, judicial parking, safety, and accessibility.
- There were concerns raised with delivery vehicles and parking areas.
- Questions about when decisions will be made related to materials from an asset perspective.
- Significant discussion around snow clearing and potential difficulties with planters, space between vehicles and planters, snow storage, and salting activities.
- Discussions around benefits and concerns with tree canopy including planter types (flush vs. seat height).
- Accessible parking area locations.
- Removable bollards for event and emergency planning activities – potential maintenance complications.
- Discussions related to existing electrical concerns within the Courthouse Park and the need for spare duct/conduit to allow future improvements.
- Discussed off-site (near Square parking) to enhance parking capabilities (both construction and otherwise).
- Talked about event strategy.
- Sightlines at intersections are important.

Group 2: Downtown Goderich Business Improvement Area (BIA)

- Question around functionality of intersection islands including pedestrian crossing, vehicle crossings, and potential modifications to islands to promote right hand movement onto square.
- Lots of discussion around trees related to planters heights and how retail space is accommodated, tree height/type/canopy and visibility of store fronts, root structure and whether there would be impacts to buildings/infrastructure/etc., tree and leaf debris related to maintenance.
- Some would prefer less trees while others noted benefits of plantings including shade, social impact, cooling impact, etc. – others suggested additional compromise to the already reduced numbers.

- Discussions around re-using existing memorial benches and self-watering planters.
- Existing speaker system would benefit from being hard-wired.
- Comments related to traffic calming through pedestrian calming, lane restriction will benefit store front visibility.
- Specialty/trained maintenance staff for tree health may be required.
- Wayfinding signs are being investigated.
- Discussed off-site (near Square parking) to enhance parking capabilities (both construction and otherwise).
- Glad to see reverse parking is not being considered any longer.
- Important to identify widths of what is being provided in front of businesses compared to what exists now. Public needs to clearly understand.

Group 3: Huron County Accessibility Advisory Committee (HCAAC)

- Question around functionality of intersection islands including pedestrian crossing, vehicle crossings, and potential modifications to islands to promote right hand movement onto square.
- General: AODA regulation is not enough – Goderich should strive to exceed standards.
- Discussed elimination of reverse parking.
- Accessible parking spaces are important – strive to exceed minimum standards. Direct access is of main importance (i.e., dropped curb at all locations directly onto Square pedestrian access routes). Clear signage and defined locations are important. Preferred location is likely just off each spoke (either side is of similar value but immediately off the exit route may be better). If possible, avoid drainage features such as CB's in parking areas.
- Parallel parking location for access is not preferred.
- All accessible locations should consider adding appropriately sized isles.
- Paving stone is not preferred.
- Trees are a plus from a shade perspective.
- Any Town installed table should be accessible.
- Wayfinding signs are being investigated.
- Discussed off-site (near Square parking) to enhance parking capabilities (both construction and otherwise).
- During construction – should consider Mobi-mats for accessibility. Important to communicate week-by-week disturbances.

Group 4: Municipal and Marine Heritage Committee

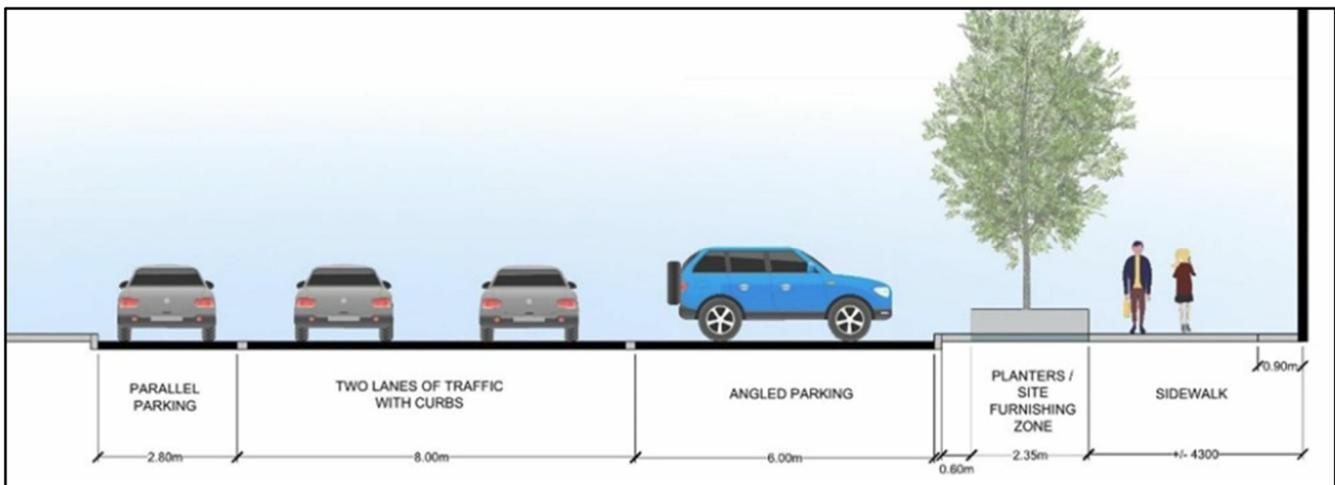
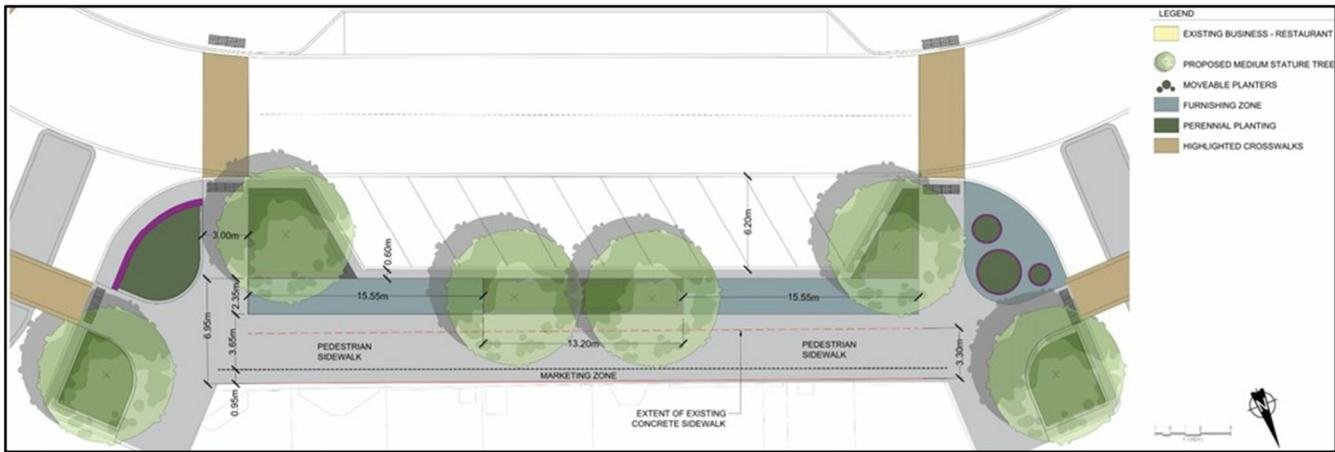
- Wayfinding signs are being investigated. Important to identify Heritage area.
- Asked about materials for sidewalk.
- Street lighting selection including banner arms, planters, etc.
- Wondered about consistency of outdoor dining from an aesthetic perspective.
- Trees important for shade.
- Event strategy important.
- Discussed off-site (near Square parking) to enhance parking capabilities (both construction and otherwise).

4.0 JULY 11th OPEN HOUSE

On July 11, 2024, the revised design concept for the Rebuilding Downtown Infrastructure project was provided for review at the Public Open House held in the Council Chambers between 3pm and 6pm. The purpose of the Open House was to allow viewing of the concept by the public and to receive questions and comments for further consideration.



The most recent version of the concept was presented and provided for display at the Open House. The presentation materials are provided in Appendix A. For clarity only a single block is shown:



The Open House was extremely well attended with approximately 139 names recorded on the sign-in sheets in addition to BMROSS and GSP staff, Town staff, and Council. The Open House generated a large amount of interest and comments including:

- Forty-two (42) comment sheets were filled in and left after the meeting.

- Thirty-six (36) emails were received by Town staff over the next month.

Comments and emails ranged from a couple of sentences to a page in size. The comment sheets and emails are attached to this report as Appendix B. Names have been redacted for privacy reasons. The following is a summary of the comments received grouped by major themes.

Parking

- Concerns about the reduction in parking spaces around the square 16
- Should add off-street parking 1
- In favour of back-in (reverse) parking 4
- Against reverse parking 3

Traffic Lanes

- In favour of reduction to two lanes 5
- Leave as it is (not divided, no reduction) 8

Bike Usage

- Support dedicated bike lane 2
- Support shared bike lanes 4
- Allow bikes on sidewalk esp. for youth 5
- Provide bike racks 5

Pedestrian Crossings

- Support 1 crossing per intersection 3
- Support 2 crossings per intersection 2

Sidewalks

- Encourage the use of wider sidewalks 3
- Against wider sidewalks 2
- Consider pedestrian safety 5
- Expressed an interest in more street furniture 5
- Expressed an interest in more patio space 4

Leave Things the Way They Are

(no need to change, too expensive) 10

Vegetation in outer sidewalk area.

- In favour of trees and vegetation to provide shade and colour 14
- Not in favour of more trees and vegetation 3
- Like the proposed use of planters 3
- Too many planters 4

Washrooms

- Comments regarding existing location and issues 2
- Need washrooms to be available 1

One-off comments

- Construction will disrupt their business
- Put EV chargers on the Square
- Reduce the speed on the road
- Construction will disturb rats in buildings and cause an exodus outside

5.0 BLOCK LAYOUT EXERCISE

Following the July 11th Open House an exercise was completed on the Square to provide a physical layout of the block between North Street and Colborne Street. On July 29th, the Town isolated the block from traffic starting at 7:00 am and the layout and chalk lines were surveyed in place by BMROSS. A meeting to review the configuration on-site was held with staff and the Downtown Rebuild Task Force to review the conceptual layout that was presented at the July 11th meeting.

The on-site exercise was helpful for the purpose of obtaining an appreciation of the overall intent.

Rebuilding Downtown Infrastructure Project

Members of Council and the Downtown Rebuild Task Force met this morning to go over the proposed conceptual layout of the Downtown Rebuild Infrastructure Project.



A number of potential modifications were identified on-site including:

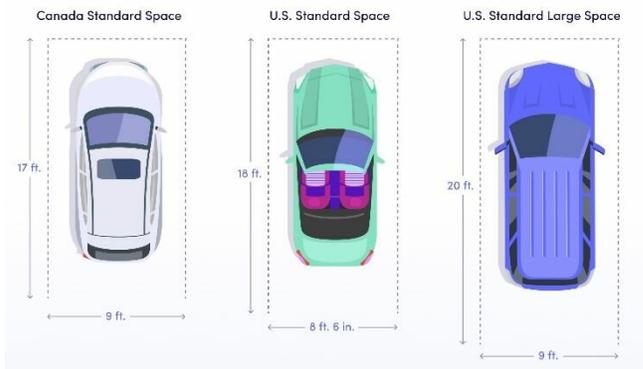
- Changes to the bump-outs at the intersection.
- Island modifications
- Pedestrian crossing width and angle across Square locations
- Sidewalk width and site furnishing zone

During the final week of July and into August, the plan was refined further and reviewed with staff as changes were made. The most recent version of the plan (refer to Section 7) is the culmination of on-site observations, considerations of comments received, and ultimately design standards taking into account truck turning requirements, pedestrian and motor vehicle interactions, and design guidelines related to road geometry.

6.0 PARKING DISCUSSION

6.1 Parking Standards

- Standard Width for Diagonal Parking = 2.75m (9')



- Existing Width Around Square = 2.4 to 2.6m (7.9' to 8.5')

Note: The existing parking width is substandard

6.2 Parking Spaces - Square

Location	Parking Spaces (Square Only)		Comment / Notes
	Existing Spacing	Standard Spacing	
Interior	54	54	7 stalls for 7 blocks, 5 stalls for 1 block
Exterior	112	104	14 stalls for 8 blocks existing. 13 stalls for 8 blocks with standard spacing.
Total	166	158	

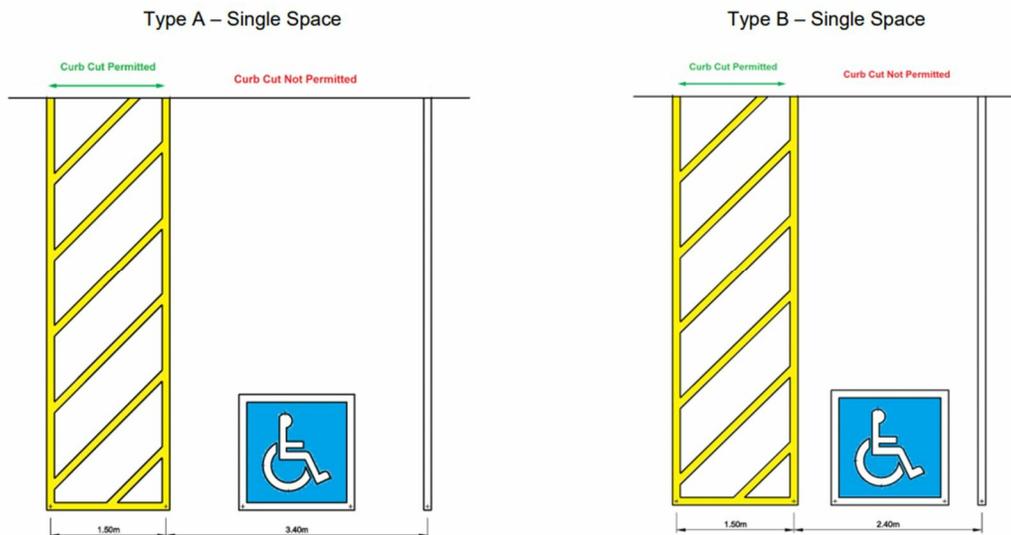
6.3 Accessible Parking

Under the [Design of Public Spaces Standard](#) of the [AODA](#), cities and other organizations building or reconstructing on-street or off-street parking spaces must make those spaces accessible to visitors with disabilities who hold accessible parking permits. Some people with permits will drive themselves, while others will drive with family or friends. Moreover, some people need accessible spaces because they use mobility aids and need more room to enter and exit their vehicles. In contrast, other people need accessible spaces close to the places they are going to because they cannot walk long distances.

Before creating on-street parking spaces, organizations must consult with the public and people with disabilities. They should find out how many spaces to make, where they should be, and how they should be designed. Cities creating parking spaces must also consult with their municipal accessibility advisory committees.

There are two types of accessible parking spaces currently used :

- Type A has a wider parking space and has signage that identifies the space as “van accessible”. These spaces are for people using larger mobility devices, such as wheelchairs or scooters, who need more space to enter or exit vehicles.
- Type B has a standard parking space. These spaces are for people who do not need extra space because they do not use mobility devices or they use smaller devices, such as canes or crutches.



There are currently accessible parking stalls located at the Square on connecting streets at North St., Colbourne St., Montreal St., Kingston St., and Hamilton St. for a total of 5 locations. Existing accessible parking stalls exist elsewhere in the vicinity of the Square.

Current guidance documents suggest that a minimum of 6 or 7 accessible spaces should be provided when a total number of parking spaces ranges from between 130 and 250.

6.4 Downtown Parking Study

Following a request from the Town of Goderich, BMROSS has initiated a parking study for the downtown core area of Goderich. The purpose and intent of the study is to gain an understanding of the current supply and use of public parking spaces, as well as identify issues and future needs.

The area identified as the ‘downtown core’ for this parking study is shown in Figure 1, outlined in orange. Public parking spaces within this study area were counted and identified. The counts include public on-street parking spaces, public parking lots, and privately owned parking lots where the Town has an agreement with the owner to use the spaces for public parking. The following table (Table 1) summarizes the number of spaces available within the study area.

Table 1: Summary of Public Spaces in Downtown Core

Type of Space	Number of Spaces
Angle Parking Spaces	544
Parallel Spaces	71
Spaces in Lots	51
Total	666

Within the downtown core study area, there are approximately 660 parking spaces available for public use. This equates to 1 space in the downtown core area for every 11 persons in Goderich (based on the current Census population).

To determine usage and occupancy lengths of the parking spaces in the downtown core, BMROSS conducted six parking surveys in July and August. The parking surveys were conducted on:

- Tuesday July 30, Saturday August 3 (civic holiday weekend), Thursday August 8, Monday August 12, Wednesday August 14, Saturday August 17

On an hourly basis, between 8 AM and 8 PM, each parking space in the study area was visually surveyed to determine if it was occupied. The last three digits of license plates were used to track how long vehicles remained in the parking spaces over the duration of the survey. The data collected through these surveys is currently being analyzed to determine high usage parking spaces, under utilized parking spaces, and how long spots are utilized and any associated spatial patterns. A sample image, showing usage of the spaces over the course of a day is included below (Figure 2). Orange spaces were utilized more frequently than green coloured spaces. Spaces not used during the day of the survey are not coloured. Please note that the data in Figure 2 is preliminary and the data analysis is on-going.

Figure 1: Downtown Core Area Parking Study Area

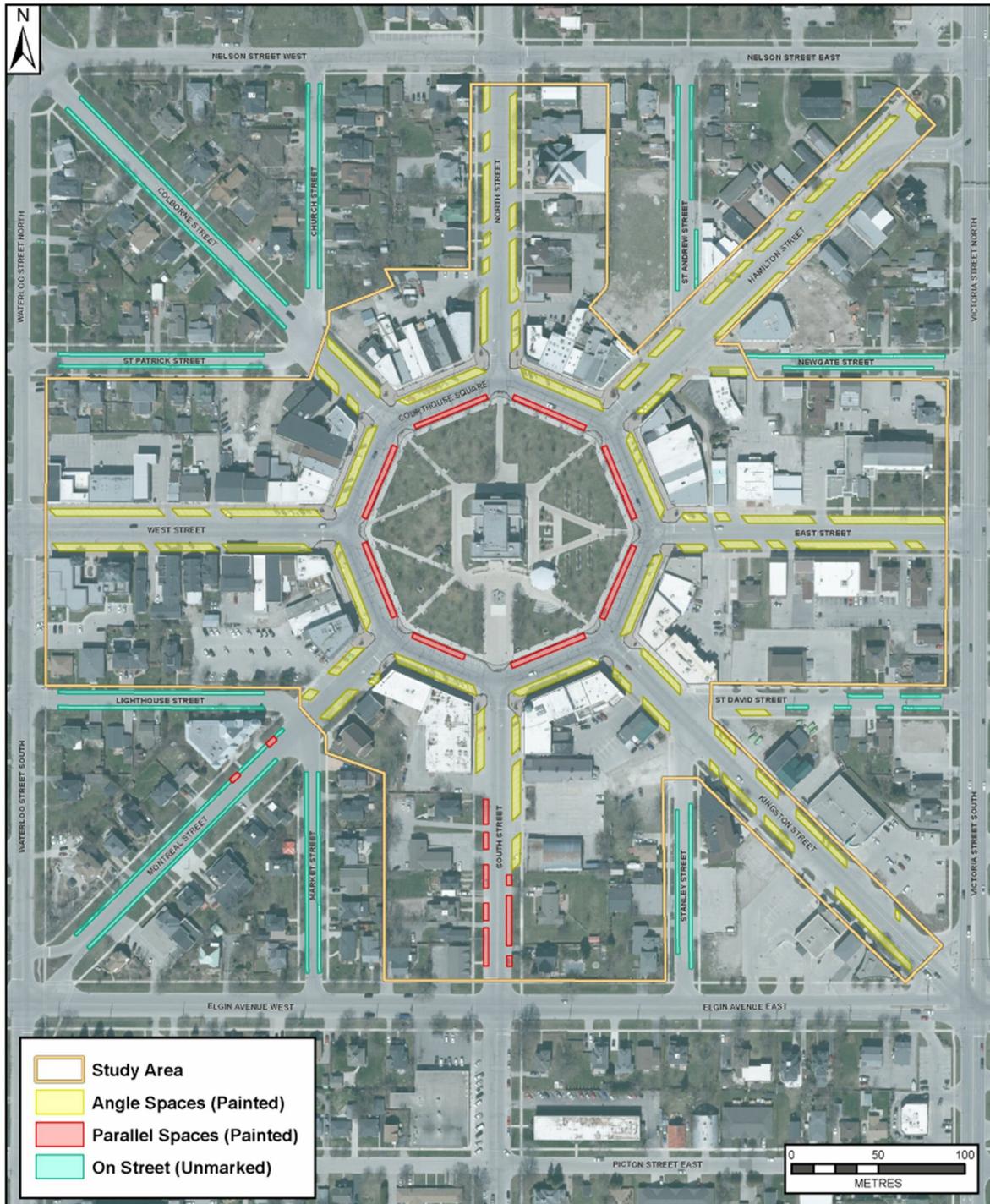
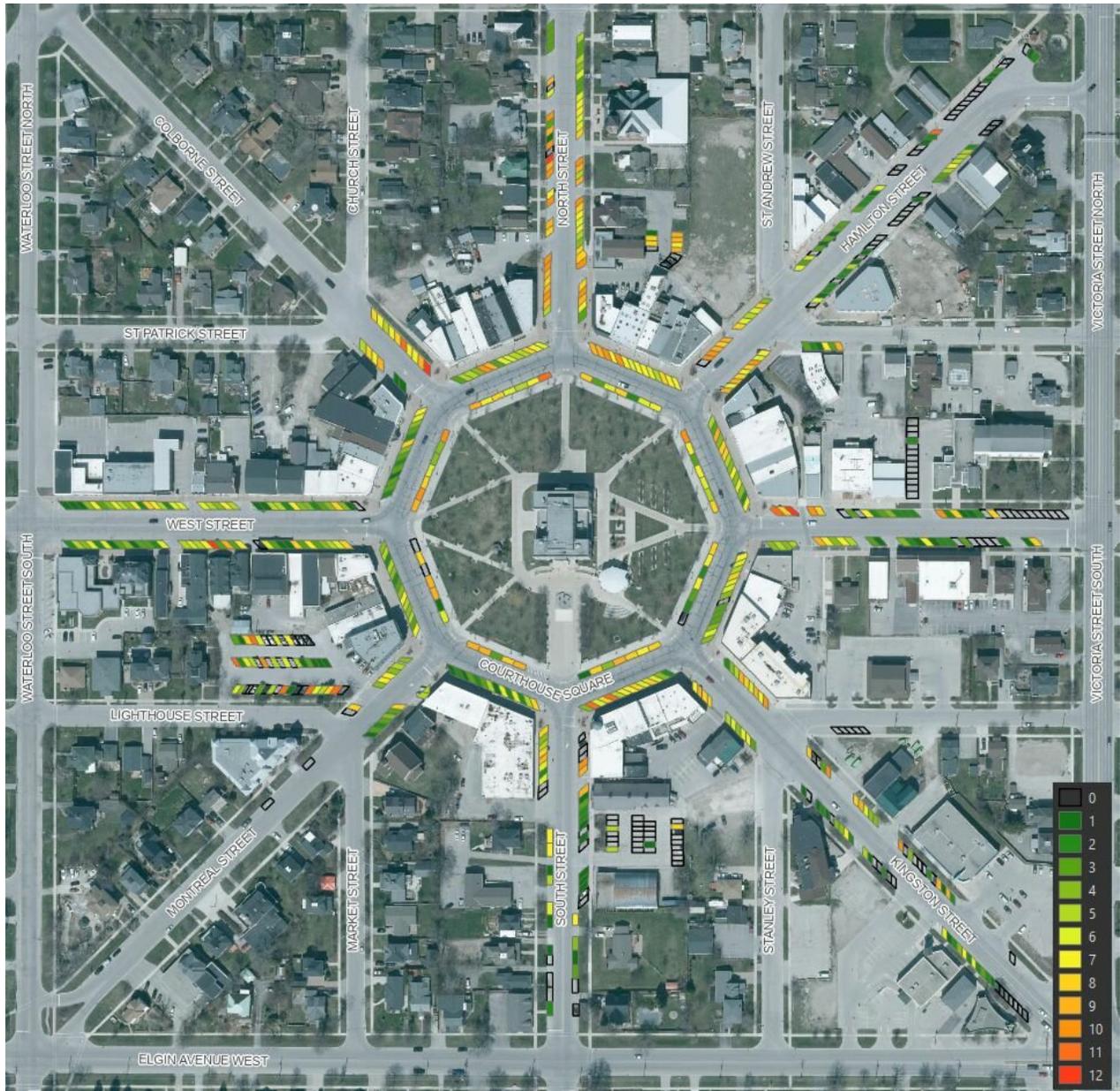


Figure 2: Sample Image - Survey Data Results



In addition to the pedestrian surveys, an online survey has been launched. The online survey will provide data from the general public on why people downtown, when they park, how long they park for, where they park, what is important with respect to parking, what works and what could be improved. The survey is currently open and will be open until August 30. **To date (August 20), there have been 523 responses to the survey.** The survey questions are as follows:

- What is your connection to Goderich?
- Why do you park downtown?
- If you live downtown, how many vehicles do you own?
- If you live downtown, where do you typically park your vehicle when at your residence?
- How often do you visit and park downtown?
- How long do you typically park for?
- Where do you park most often?
- How do you feel about the distance from where you park to your destination?

- How do you feel about the availability of parking in the downtown?
- When is it difficult to find parking?
- What is the maximum duration you are willing to walk from where you park to your destination?
- Do you require an accessible parking space?
- How do you feel about the number of accessible parking spots in the downtown?
- Please rank what is most important to you? (1 being most important, 7 least important): number of parking spots, number of accessible parking spots, number of EV parking spots, size of parking spots, configuration of parking spots, availability of public parking lots, being able to park at my destination.
- What do you like about parking in the downtown?
- What would you like to see improved about parking in the downtown?

Data and input from the public survey will be analyzed and reported in the parking study report in September.

BMROSS staff will also be surveying local business owners on the Square regarding parking needs and usage. The County and Court will also be contacted to gain an understanding of their use and needs regarding parking in the downtown area. It is expected that this work will begin in the next week or two.

The input and data collected will be assessed and a report prepared. The report will include statistical data on the current inventory, usage, maximum demand times, time occupied and demands. High level recommendations or additional study work (if any) will be included in the report. The report is expected to be completed by late September.

7.0 PROJECT DESIGN

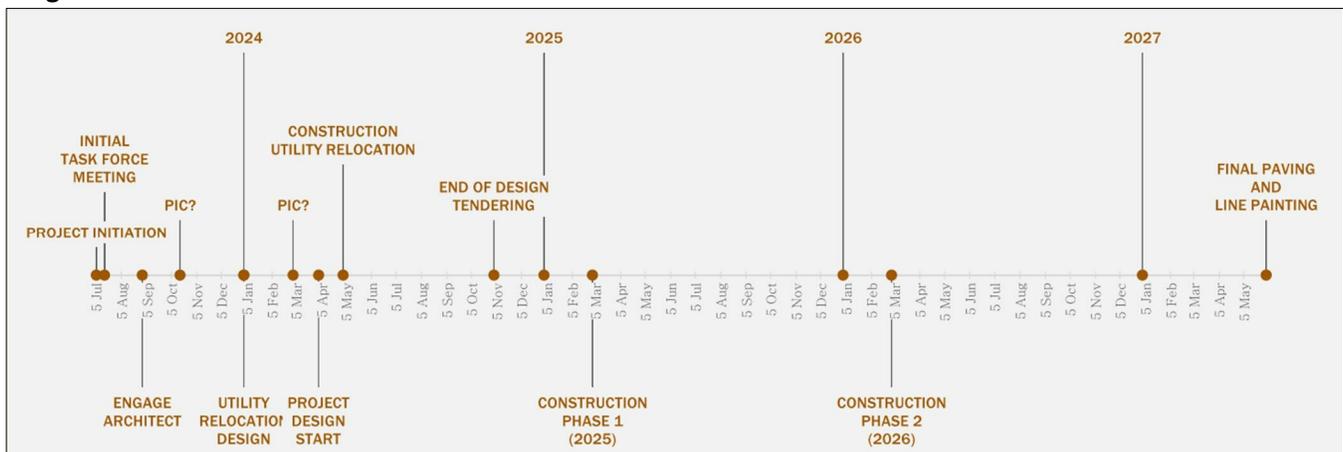
7.1 Project Schedule

At the first meeting of the Task Force, a long range schedule was developed and presented for discussion. With the goal of project completion in 2027 (coinciding with the Bicentennial), the importance of tendering the project in 2024 was identified.

Long Term - General Schedule Overview



Long Term – Detailed Schedule



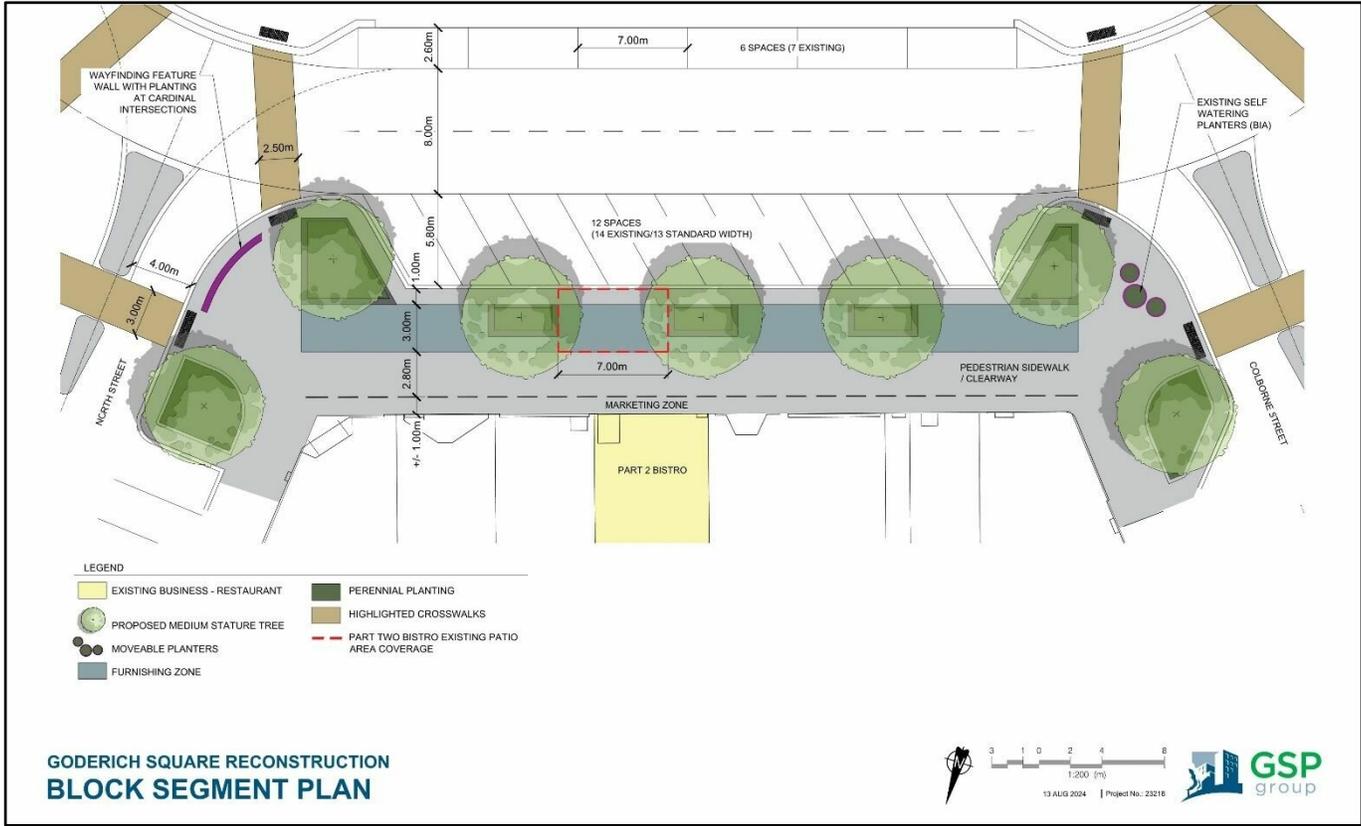
As noted above, it was the hope that the final design process could commence in late spring of 2024. Given consultation, concept revisions, and further review of alternatives, the detailed design stage has not yet commenced.

This summer, the schedule was updated and although the timeline is much more condensed, it is generally felt that the project could still be tendered either late this year or early in 2025 to hit a spring construction period. With that said, it is important that that authorization to proceed with design be provided now. There are number of detailed design tasks that are to be completed and time is of the essence.

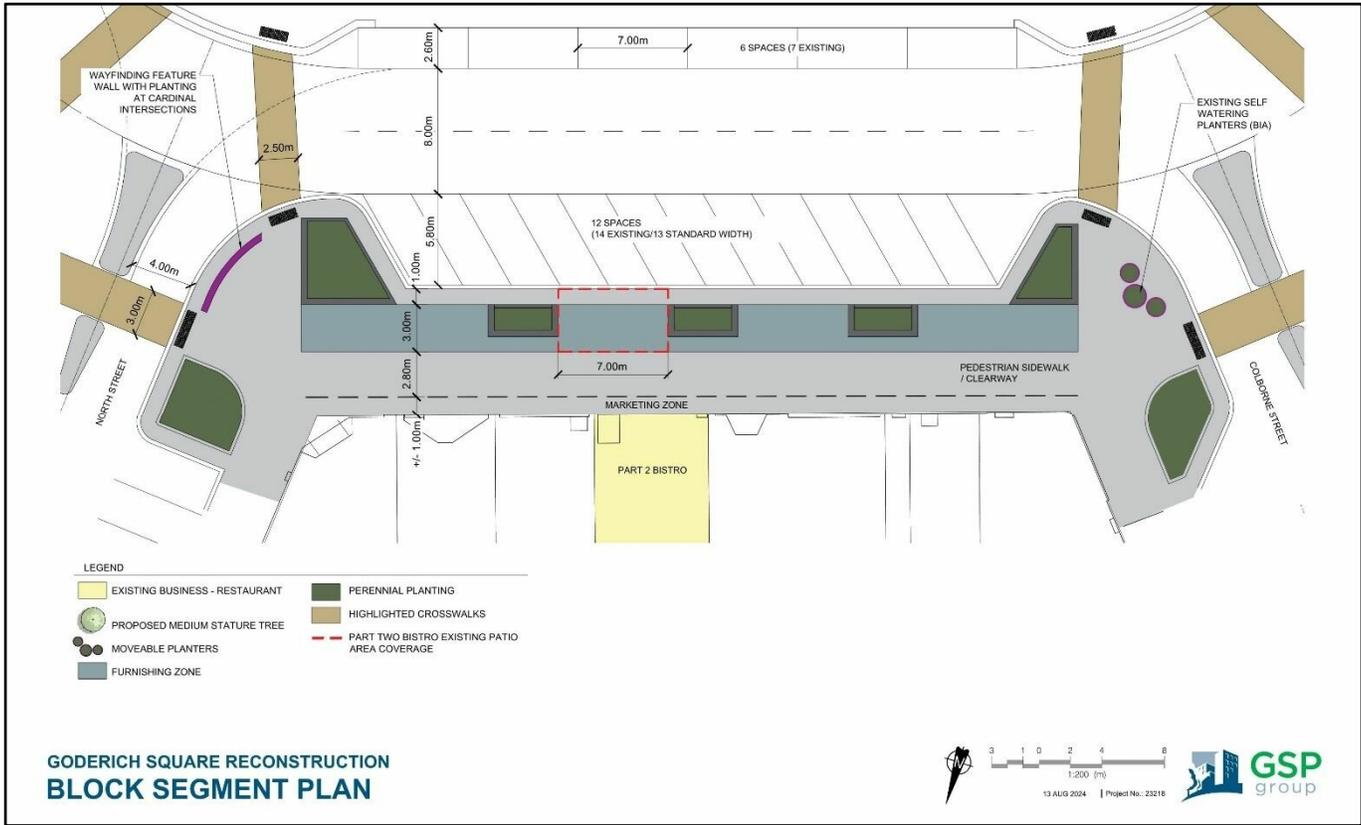
7.2 Recent Concept Update

As noted, and following the on-site stake-out of the concept presented on July 11th the concept was refined further as illustrated below:

Block Segment – Trees Shown



Block Segment – Trees Not Shown for Clarity



Renderings





8.0 DIRECTION TO ADVANCE PROJECT TO DESIGN STAGE

As noted, and to complete a thorough design / specification / tender package and to allow sufficient time for tendering and construction commencement in the spring it is necessary that direction be received to proceed with detailed design of the current concept plan. Of most importance is the general geometry of the roadway and boulevard areas (i.e., number of lanes, location of bump-outs, intersection configuration, etc.), and tree planters (i.e., quantity, seat height vs. flush to grade).

It is important to note that any changes to the geometry have an influence on most other project components.

Other decisions - related street furnishings, street lighting location, pavement materials, trees species, planting species, curbing, final accessible parking space location, electrical provisions, wayfinding, etc. are final design elements that will require input at a later time.

9.0 SPECIFIC DESIGN DECISIONS

In general, the current concept includes the following key road geometry elements:

- Two travel lanes for traffic including pavement delineation.
- Common intersection configuration including mountable island, twin crosswalks to interior, and opportunity for low level plantings.
- Bump-outs at intersections to reduce crossing distance, protect pedestrians, and provides opportunity for landscaping.
- Equal distribution of 3 raised (seat height) planters around the perimeter of the square.

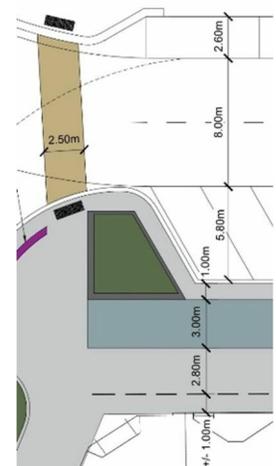
9.1 Driving Lanes

Given what should be considered an appropriate lane width (4.0m = 13') for the Square, and the current asphalt platform width of 10.3m, there is currently 2.5 +/- lanes available for driving. Given the un-delineated nature of these lanes, and depending on who is driving, the number of lanes utilized on the Square can vary significantly (i.e., between 1 and 3). It is noted that the existing depth of angle parking is less than what current guidelines would recommend which results in a wider driving platform than is necessary.

The current refined concept reflects a cross section consisting of two 4m wide driving lanes for a driving platform that is 8m in width and an increase in the boulevard area fronting retail by an additional 2.3m +/-.

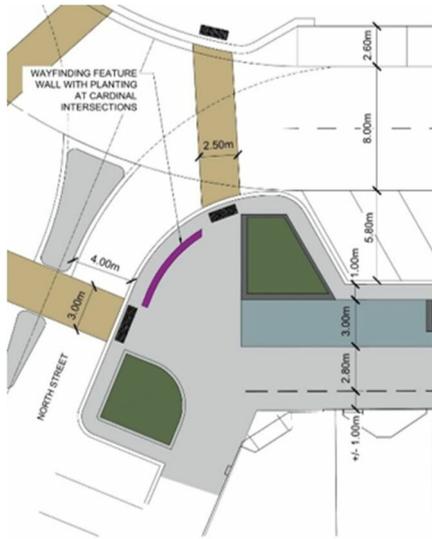
The added boulevard area fronting the retail area can be used for exterior dining, retail display, tree planting, pedestrian accessibility, and other off-street activities.

It should be noted that there are generally mixed feelings within the community related to reducing the travel area to two defined lanes with recognizable pros and cons from both camps. As a matter of comparison, most communities including Seaforth, Clinton, Kincardine include a single directional lane that is typically reduced to 3.75m, which is less than the width of each of the two lanes provided under the current concept.



9.2 Intersections

As noted, the concept has evolved from having two configurations (one for passenger vehicles and small cargo vehicles, and one for larger wheel based vehicles) to a common intersection configuration at each intersection. The common intersection provides improved pedestrian prioritization and accommodation for all vehicle types.



Benefits of the common intersection include the following:

- Access for all vehicle sizes
- Improved maintenance capabilities
- A moderately sized delineator island can be accommodated in the design (there is insufficient room for a properly designed refuge island and single mid-point crossing)
- Dual pedestrian crossing will provide safe passage for crossing practices which people currently engage in

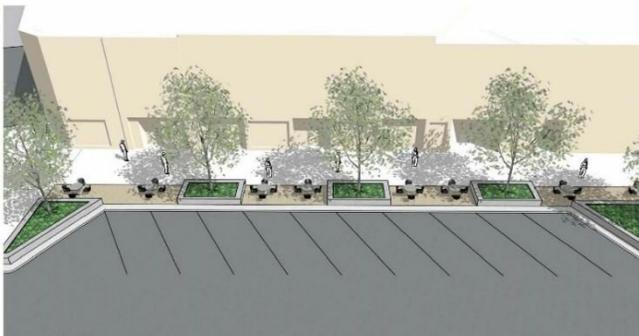
9.3 Planters

There are options available for tree planters and soil cells including the following:

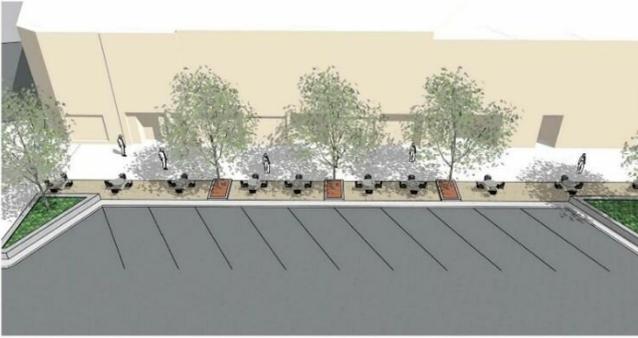
- Raised seat high permanent planters
- At grade tree grates
- Combination of the two

Or consideration can be given to moving forward with removable planters which would restrict the ultimate size of the canopy that has been envisioned by the concept. Renderings of the alternatives are show below:

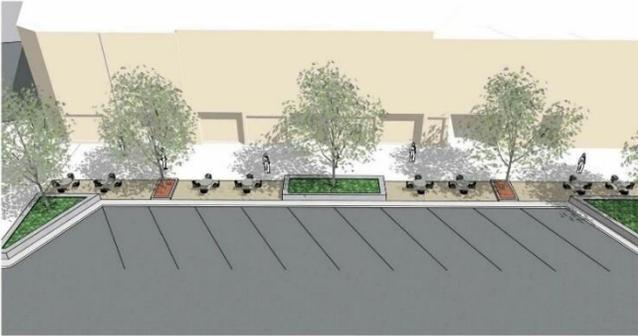
Seat-high Cast-In-Place Planters



At Grade Tree Grates



Combination - Seat-high Cast-In-Place Planters / At Grade Tree Grates



EXAMPLES – From Other Communities

Tree Grates – King Street London



Dundas Street London



Curb Height - Hamilton



Seat-high Cast-In-Place Planters – Shelbyville, Indiana



Raised planters protect trees and other plant materials from salt spray and provide seating. Spaces between planters provide opportunities for flexible seating, plantings, and dining areas.

At grade planters are more prone to salt impacts, do not provide seating, provide for easier maintenance, and are less restrictive to pedestrians.

9.4 Parking Spaces

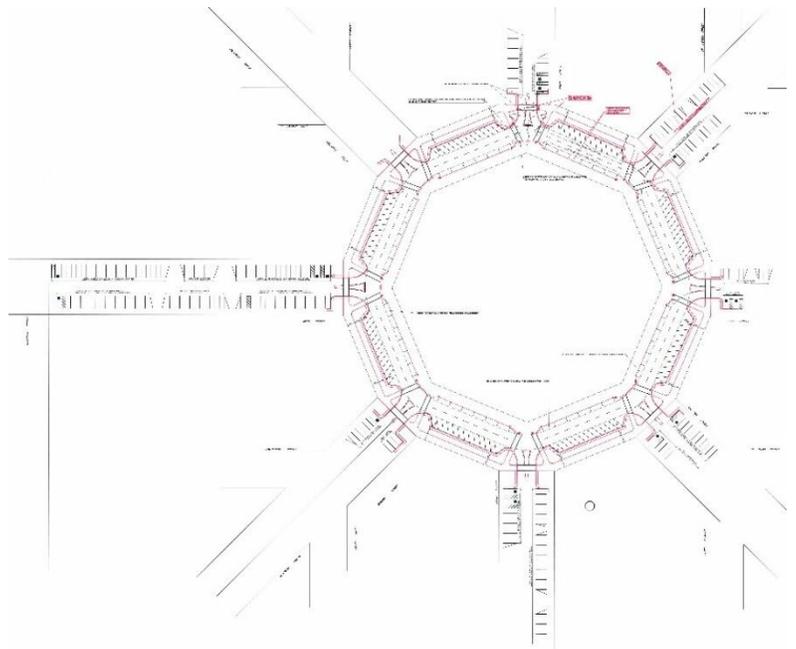
The current concept will have impacts on the quantity of available parking that immediately fronts the retail areas around the Square. The following table provides a comparison of the stalls available, between current spacing, current but with standard spacing, and proposed spacing:

Location	Parking Spaces (Square Only)		
	Existing Spacing	Standard Spacing	Current Concept
Interior	54	54	48
Exterior	112	104	96
Total	166	158	144

Note: In addition to the above, there are 132 existing on-street stalls available for parking on the connecting streets over the areas shown to the right:

Recognizing that the change to the available parking will be concerning for the retail industry, further investigation was undertaken related to opportunities in the area for improved parking.

Although it is anticipated that the current parking study will assist in providing recommendations related to day-to-day parking management, there are physical changes that can be implemented in the interim to increase parking allocation within the core:



- Change the diagonal parking in the side streets shown above to 90 degree parking (similar to what is found in Bayfield)
- Proceed with the Stanley Street Parking Lot Expansion

The cumulative impact of the above, along with the implementation of the current concept plan, will result in a net increase of approximately 20 parking stalls within the core area (requires the implementation of the Stanley Street Parking + 90 degree connecting street parking change. The additional 20 would include a combination of accessible and standard parking stalls.

9.5 Accessible Parking Locations

As noted, there are currently accessible parking stalls located at the Square and on connecting streets at North St., Colbourne St., Montreal St., Kingston St., and Hamilton St. for a total of 5 locations. Additionally, there are a few spots distributed around the perimeter of the interior of the Square and other existing accessible parking stalls exist elsewhere in the vicinity of the Square.

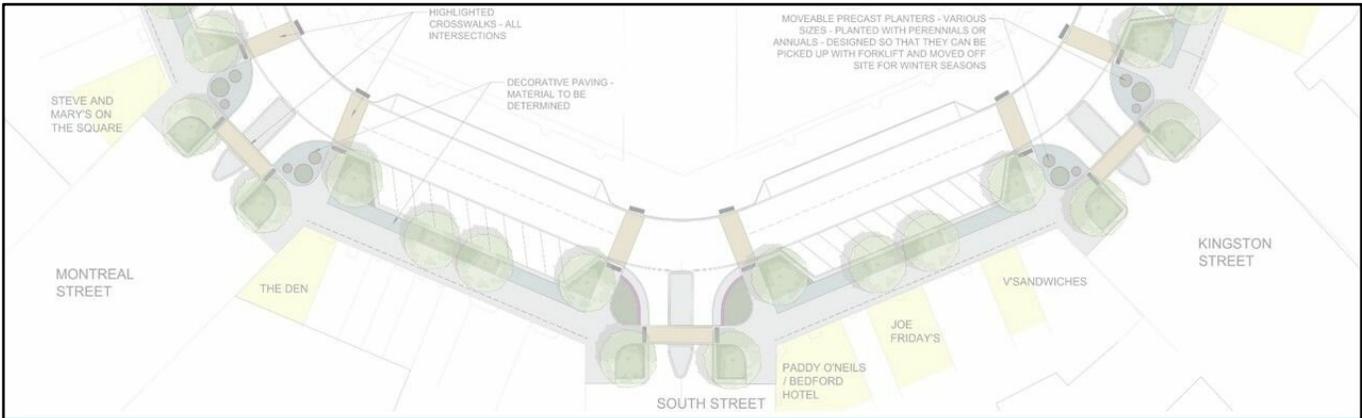
Although guidance documents would suggest that 6 or 7 accessible spaces is required for the Square area, the HCAAC has suggested that the current standards underestimate what should be provided. Based on the input provided by the HCAAC it has been suggested that 1 to 2 accessible parking stalls be provided on connecting streets (immediately adjacent to the Square). Other areas can be considered in conjunction with the final design. The preference is to provide appropriately sized Access Aisles adjacent to each location and curb cuts to allow immediate access to the sidewalk leading to the Square.

10.0 RECOMMENDATIONS TO COUNCIL FROM TASK FORCE

It is anticipated that the Task Force will provide specific recommendations to council related to the following:

1. Travel Lanes – width and number
2. Intersection Design – Common configuration with dual pedestrian crossing
3. Planters – number per block and height above grade (which could include a mixed scenario)
4. Parking – Acceptance of changes along with support for off-site modifications (i.e., 90 degree parking)
5. Accessible Parking Locations
6. Reverse (Back-In) Parking

APPENDIX A
July 11th Presentation Materials



REBUILDING DOWNTOWN INFRASTRUCTURE

July 11th Public Open House



REBUILDING DOWNTOWN INFRASTRUCTURE PROJECT UPDATE

- The Town of Goderich, along with the Rebuilding Downtown Infrastructure Task Force, and the Design Team of BMROSS and GSP are advancing the Downtown Square project to the preliminary design stage.
- Over the next several weeks the Design Team will be working on refinements to the plan and meeting with various Stakeholders to obtain valuable comments.
- A Public Open House is planned for July 11th at the Town Hall: 3:00 pm to 6:00 pm. Details of the meeting will be advertised in advance.
- A project Timeline has been prepared which includes key milestones and the associated target dates.

Questions?
 Contact Sean Thomas, Town of Goderich
 sthomas@goderich.ca
 519-524-8344 ext. 228



Project Timeline

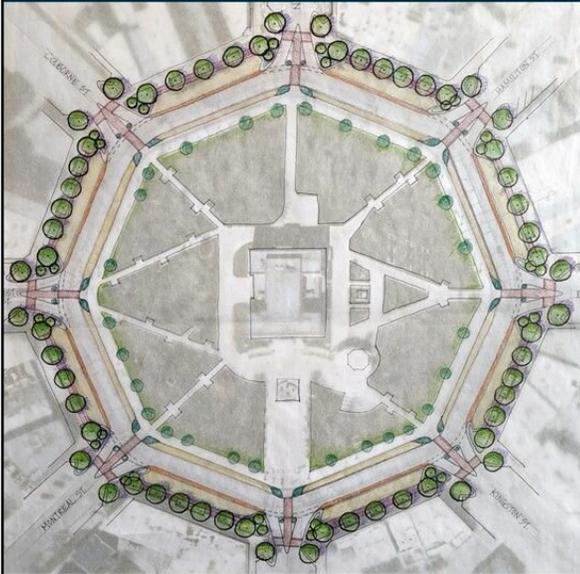
May 2024	Project Authorization Council authorized BMROSS & GSP to proceed with preliminary design
June 2024	Preliminary Design • Develop preliminary design concept for the Square • Task Force Meeting - June 21 10AM - Meeting Room
June 21	
June 27	Present Preliminary Design Present Preliminary Design Concept to Town Staff, BIA, Accessibility Committee, Heritage Committee
July 2024	Present to Council Present report on concept and comments to Council
July 8	
July 11	Public Open House at Town Hall 3 PM to 6 PM in Council Chambers
August 2024	Final Design • Prepare Final Design • Prepare Tender Documents • Present Final Design
Fall 2024	Prepare Tender
	Present Final Design
November 2024	Tender Project
January 2025	Public Open House with Contractor Review construction methodology, schedule, traffic control plans and other details.



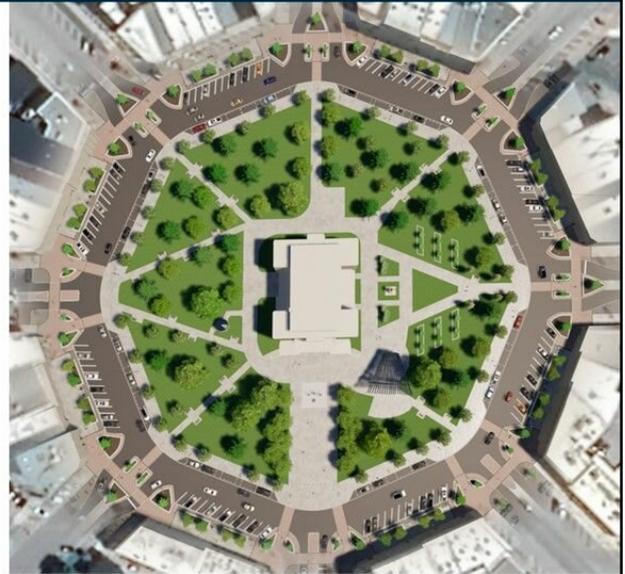
DIG OUR DOWNTOWN: IT'S HIP TO BE SQUARE

June 13, 2024

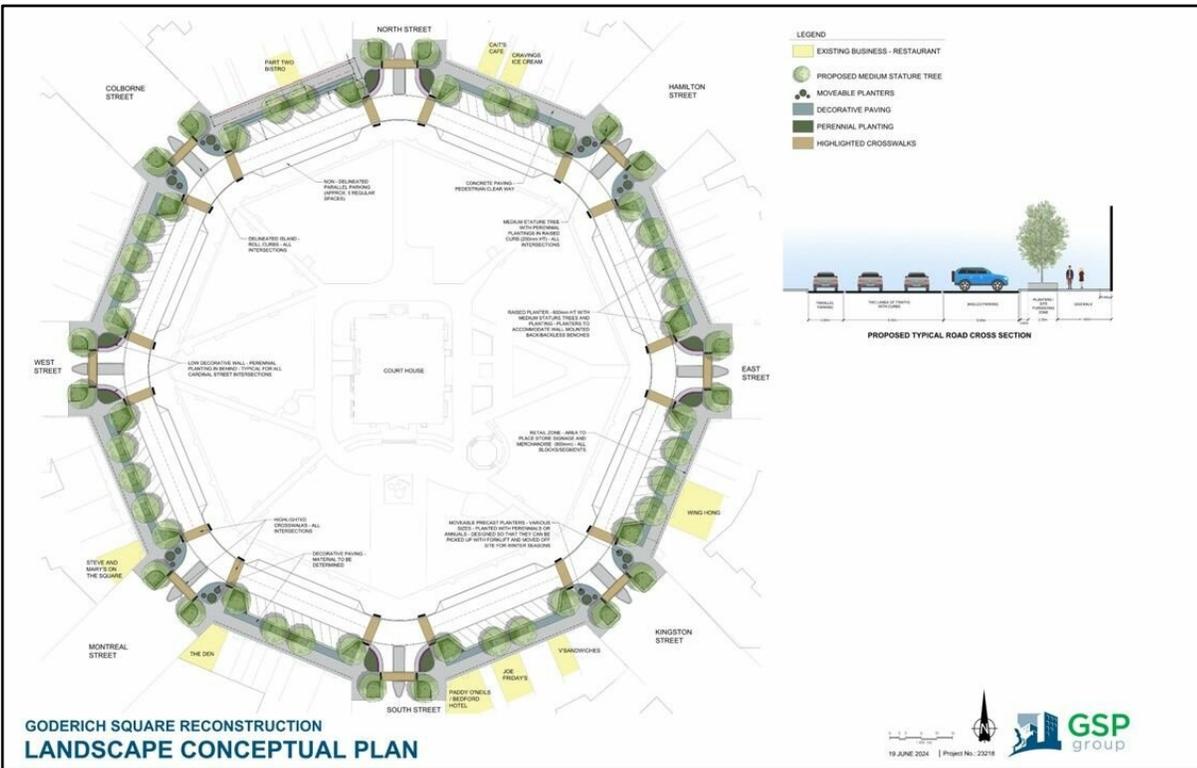
CHARRETTE CONCEPT



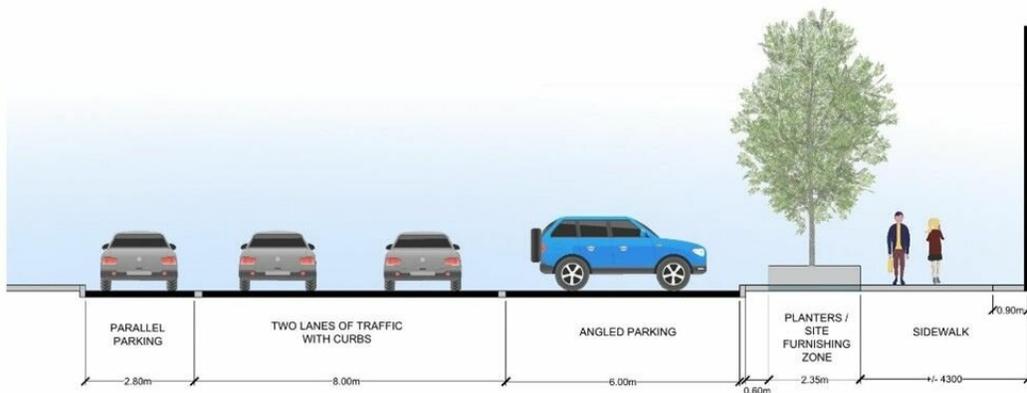
Dec. 2023 – Concept Sketch



Feb. 2024 – GSP Report



CURRENT CONCEPT – JUNE 2024



PROPOSED TYPICAL ROAD CROSS SECTION

CURRENT CONCEPT – JUNE 2024
Cross-Section Elements



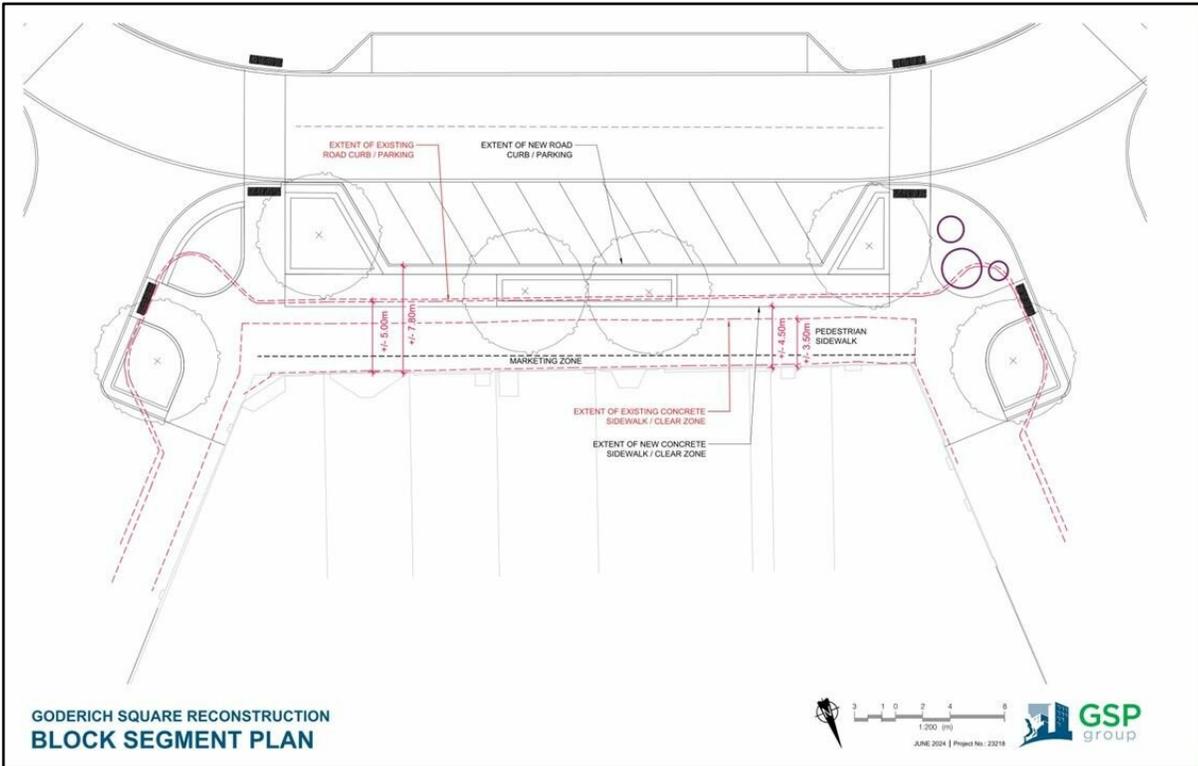
GODERICH SQUARE RECONSTRUCTION
LANDSCAPE CONCEPTUAL SKETCHES

19 JUNE 2024 | Project No: 23218 

CURRENT CONCEPT – JUNE 2024
Block Perspectives



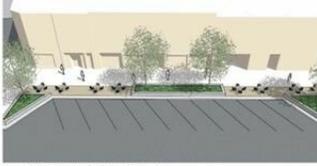
CURRENT CONCEPT – JUNE 2024
Outdoor Retail/Dining Considerations



CURRENT CONCEPT – JUNE 2024
Boulevard Width Comparison

CURRENT CONCEPT – JUNE 2024

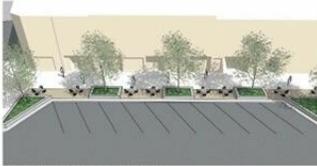
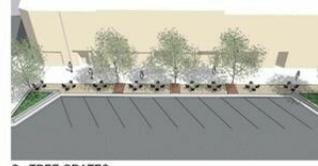
Planter Options



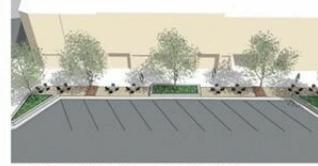
A - RAISED PLANTER (2 TREE)



C - TREE GRATES



B - RAISED PLANTER (3 TREE)



D - RAISED PLANTER AND TREE GRATES



APPENDIX B

July 11th Comment Summary and Other Correspondence

- *Transposed from Written Comment Sheets – Best Attempt in Transposing*
- *Emails copied directly*

Goderich Rebuilding Downtown Infrastructure Open House (BMROSS File No. 23145)

Summary of Feedback

	Comments
<p>Comment sheet July 11/24 Open House</p>	<p>Thanks for the opportunity to comment and talk. It's busy and I have to get back to work, so...</p> <ul style="list-style-type: none"> - I like the 2x pedestrian crossings at each intersection - I like all the vegetation; I hope native species will be planted, and they won't be constrained by the planters. I would like to see the trees thrive. Not simply exist in a sad state (thinking of the recently removed semi-dead trees that were in front of main street credit union.) - I was hoping the lanes would be reduced to 1 lane, not explicitly into 2. There's a lot happening, and changing lanes safety adds to the rules to abide to - Nice to see some open space given to stores for signage & other things - Not clear where restaurants would be able to have patio space. Don't like sitting in parking areas beside the road when eating - There isn't any clear space for bicycles to park and certainly no bike lanes. Currently, I almost avoid cycling to the square because its hard to park - trees & lamp posts aren't very friendly for that. There are a few bike racks, but it isn't inviting, seems like an after thought, and I question the safety (racks are flimsy & I doubt they're attached to the ground). This town is mostly great for cycling but there is no supporting infrastructure <p>Despite my criticisms, I think it looks pretty good. Thanks again for all your hard work. Its very hard to reconcile all the varying opinions and competing priorities.</p>
<p>Comment sheet July 11/24 Open House</p>	<ul style="list-style-type: none"> - Please remove the by-law that bikes are not allowed on the sidewalk (store side). As a family with small/young children we've stopped biking up town when it was spray painted not to. With less road space and more sidewalk in the new plan, this would be the safest option. - Please consider accessibility of the planters, tables and curbs in front of parking. Each person should not have to move behind their/other's cars to get to the sidewalk - Please make sure there is fencing around tables that close to parking for the safety of young children. - Planters/barriers at the entry to the square take up unnecessary space that delivery trucks could use to park & not take up road space? I understand though that they can help with traffic speed & walking safety which I appreciate.
<p>Comment sheet July 11/24 Open House</p>	<ul style="list-style-type: none"> - Great plan - Love wider parking space - Esthetically beautiful. - Wider sidewalks are good - No complaints
<p>Comment sheet July 11/24 Open House</p>	<p>Great project. Well planned. Makes me proud of our town. Thanks to council.</p>
<p>Comment sheet July 11/24 Open House</p>	<p>Trees - As many trees as possible is preferred. of the options shown I prefer "D"</p> <ul style="list-style-type: none"> - Re: corner treatment, the raised triangles interfere with provision of benches for resting & watching - The raised bed seem intended to restricted pedestrian movement through corners. Does not seem desirable.

	<ul style="list-style-type: none"> - Re: trees – the landscaping will hold the heat – deciduous trees will reduce the temperatures in the summer and provided for the light to penetrate and warm pedestrians during the winter - During the summer heat any potential outdoor restaurant users would benefit from the shade - I still like the idea of backing into the parking. The many people who use a “Hail Mary” to back out onto the roadway are a liability.
<p>Comment sheet July 11/24 Open House</p>	<p>Thank you for this opportunity. Great job on all the thought you have put into this gigautuous job. It looks beautiful. Everything I was thinking is already in place;</p> <ul style="list-style-type: none"> • Consistency with patios • Clear safe walk way into the courthouse park • Room to get around patio areas, incl. space for wheelchairs/walkers • 2 lanes of traffic marked out <p>We like the addition of trees on the business side of the road – increases; adds to the park-like setting</p>
<p>Comment sheet July 11/24 Open House</p>	<p>The soil cells aren’t adequate to keep young trees standing. There will be a tree replacement cost due to lack of root space. Tree roots grow out and not down. Almost all of a tree’s roots are in the top foot and a half of soil There needs to be more greenspace to support the roots As is the outer trees on the square only exist & don’t thrive. There needs to be educated maintenance regularly. The new plan will only inflame that issue. The only people that win are the plant material suppliers.</p>
<p>Comment sheet July 11/24 Open House</p>	<p>Mid Block options – option B rounded planters 3 trees – recognizing trees can obstruct business signage, they provide shade, aesthetically pleasing, and other ecosystem service benefits (tourism/environment perspective) <u>One crosswalk</u> from courthouse to business side! Shared roadway with bicycles etc. – disappointing to not see options of roadway painting for shared bike/board traffic. Many young people value active transportation and the option presented cater towards <u>only</u> an aging demographic Overall impression: excited at the beginning of the process – new ideas presented to enhance look/use of downtown. Currently it feels like a limited upgrade for the amount of public input/funding going into this. I am encouraged by the wider side walks, sitting space, greenery! Overall, I hope the town council encourages active transportation, seating + native greenery! Signed – a 30+ year old resident</p>
<p>Comment sheet July 11/24 Open House</p>	<p>Be very considerate of where patios should go. Not on the outside of the sidewalk area that servers would have to pass through pedestrians The raised areas surrounding any trees should just be big enough for the trees with mulch. Gardens of any sort would just require more work for maintenance and if not maintained well would look awful</p>
<p>Comment sheet July 11/24 Open House</p>	<ul style="list-style-type: none"> - Currently only 3 restaurants use patios. Widening the sidewalks at the expense of the roadway is a mistake! 2 lanes will lead to stopping with parking on both the inner and outer areas.

	<ul style="list-style-type: none"> - No planters! Trees on the outer ring will just impede pedestrian traffic. Planters in winter! No way. People will pull up too close with cars and leave no space especially in winters with snow. - Keep it the way it is! Just fix the infrastructure. As a tax payer prefer? you keep it simple. Less is more. - Flowers yes, but well back from street
Comment sheet July 11/24 Open House	Best to leave as is. Planters a no, trees a no, narrow roads no. it is bad enough now. Very dangerous to even try to drive around the square as is.
Comment sheet July 11/24 Open House	<p>Looks good</p> <ul style="list-style-type: none"> - We need more reinforcement of skateboards and cyclists on square - We want to promote active transportation but also enforce safety - By law enforcement – more signage - Nice event to meet and discuss!
Comment sheet July 11/24 Open House	<p>Thank you for putting on this open house and asking for feed back.</p> <ul style="list-style-type: none"> - I really like idea of trees as in the King St K-W photograph. Some of the buildings are stark and the trees would help the look. As well, there is little shade on the business side of the square. Some businesses have awnings – not many. I have visited Hamilton Ohio where the concept of the trees looks wonderful - check out their website. The town has already heavily invested in their ‘Tree Brand’ – courthouse park and boulevard tree plantings are an example. We need to be green and recyclable - not creating waste that is not recyclable like umbrellas. Trees would have been appreciated during the June heat wave. <p>Thank you</p>
Comment sheet July 11/24 Open House	<p>Very important to reduce speed at the square to 20km/hr. Since there are no bike lanes this will be important to make the space safe for bikes.</p> <p>I have been told that the council can reduce the speed and post signs at all intersections stating that pedestrians have the right of way on the square.</p> <p>Looking great</p> <p>Definitely no less than 3 trees mid block.</p>
Comment sheet July 11/24 Open House	With all the raised gardens + grates - will this be an issue in the winter?
Comment sheet July 11/24 Open House Business Owner	<ul style="list-style-type: none"> - Timelines for closures or disruptions will be required to keep my business open. - Any interruption to accessing the front door must be with good notice - My lease is up soon; I need to have confirmation I can stay open - Who will contact me for updates? <p>I am a hairstylist who books appointments 8-12 weeks in advance as well as hosting education for stylists from out of town. This type of schedule is fixed & I will need confirmation.</p>
Comment sheet July 11/24 Open House	July II concept is a good compromise to most peoples need. I do believe a rear parking solution is the better option. The initial friction of the parking choice is a loud minority. Most drivers will adjust. I appreciate the wider sidewalk and green space. As someone who goes to the square everyday for work and pleasure, its nice the square is considered more as a destination, not a thru-fare highway. Bike lanes would be nice. But if the traffic is slow enough it might not be necessary to have dedicated multi use lanes.
Comment sheet	<p>Make sure you have as many trees as possible.</p> <p>Back in parking – yes!</p>

July 11/24 Open House	GSP had lots of good ideas – e.g. 1 crosswalk per intersection A bit disappointed that not more innovative changes. Thanks for taking this on. Be bold and brave!
Comment sheet July 11/24 Open House	Good plan.... For 1962 Lots of people cycle to the square and those plans show nothing that _____ (PDF pg 21) that fact. At least provide bike racks – maybe on the dividers to separate traffic at each entering road to the square. C’mon let’s get this plan up-to-date!
Comment sheet July 11/24 Open House	I have concerns about the narrowing of the paved portion of the roadway. I am concerned about reducing the number of parking spaces on the Square. We have a significantly higher number of seniors as a percentage of the population. Seniors need access to downtown stores and services by automobile since there is NO PUBLIC TRANSIT! I hope some consideration will be given to this aspect of the design.
Comment sheet July 11/24 Open House	Please continue with drive-in/forward parking. Backing into parking would create challenges. Thank you.
Comment sheet July 11/24 Open House	I appreciate you are not going to please everyone. <ul style="list-style-type: none"> - Spending \$2-3 (or more) when roads are in need of repair West St, Suncoast, etc. - We already have a beautiful square. Is more beautification really needed. - Keep same # of parking spaces please. - People barely sit on the benches that are already there why create more. - We need the widen driving area for exiting parking spaces, delivery vans. If it ain’t broke don’t fix it! Yes we need the infrastructure repair.
Comment sheet July 11/24 Open House	<ul style="list-style-type: none"> - Rather than \$ spent to create blvd’s paint arrows on road. - We need money to repair current streets - How much is being spent to create seated areas all around the square. I rarely see people sitting on current benches. Leave the current extended areas do not add more. - <u>No reduction</u> in parking spaces. Seniors especially have limited mobility and need to park on square. Parking now on weekends especially is full now. Reducing 30 park spaces NO - Consideration that we have a 3-month tourist season. - I do not go down the main St in Grand Bend, too narrow, limited parking spaces. I am sure if you talked to business owners there is a reduction in revenue? Same with Dundas St. are we catering to tourist in London or Goderich citizens.
Comment sheet July 11/24 Open House	<ul style="list-style-type: none"> - 2 lanes are too small when there are delivery trucks. Forget the traffic calming islands - too narrow - don’t need wider sidewalks. Don’t have that many people on the sidewalks. - No “picnic tables” on outside - don’t need all the trees on the outside either (too much cost to maintain) Just fix what needs to be fixed and use the excess \$ to pave e.g. West Street.
Comment sheet July 11/24 Open House	<ul style="list-style-type: none"> - Two lane vehicle traffic not efficient cross walk island too narrow for truck and cargo vehicles - Wider sidewalks not necessary for the low volume of pedestrians - We are <u>not</u> Bayfield/grand bend - Reduced parking poor choice

	<ul style="list-style-type: none"> - Update infrastructure and leave it as is - Don't gentrify our downtown
Comment sheet July 11/24 Open House	Please leave the square the way it is, no extra needed. Save the 2 million
	<p>Love more trees & seating around Square</p> <p>Realize snow removal important - like idea presented on panel C – tree grates</p> <p>We need as many trees as possible & small leafed trees will not be a problem for store owners & staff (town)</p> <p>Consider native ground cover in planters</p> <p>We have brilliant hanging baskets. Let's have a calm area around the trees. Cheaper in the long run.</p>
Comment sheet July 11/24 Open House	<p>Trees – not practical (unless foliage is at least 16ft above store front, signage will be blocked. If that high, apartments above stores view affected.</p> <p>Tree containers will create a barrier. This will prevent getting out of your vehicles and going straight into stone</p> <p>Lane reduction will create a movement problem when driving and parking on the Square.</p> <p>Parking reduction – as there is <u>not</u> sufficient parking presently, reducing some will create a bigger problem. By law enforcement – 2 hrs suggested!</p>
Comment sheet July 11/24 Open House	We need more trees in raised planters with seating. Shade on the square is <u>essential</u> in this climate crisis.
Comment sheet July 11/24 Open House	We support many more trees on the Square – climate critical times are here now. The raised planters to protect the trees are also essential.
Comment sheet July 11/24 Open House	<p>Please consider at least one bike rack</p> <ul style="list-style-type: none"> - Fastened in the concrete - So bikes can back into - Need this for all the new e-bikes
Comment sheet July 11/24 Open House	<ul style="list-style-type: none"> - Two lane traffic OK - Wider parking spots to accommodate larger vehicles - Safety – no bricks, even pavement. Flat curbs to accommodate wheelchairs and walkers - Keep benches – many people can not walk long distances. Benches make square more accessible - Most important! Safety – accessibility - comfort
Comment sheet July 11/24 Open House	<p>Too noisy</p> <p>Too small a display area</p>
Comment sheet July 11/24 Open House	<ul style="list-style-type: none"> - Too many trees – attracting birds & squirrels - No loose chairs & patio tables
Comment sheet July 11/24 Open House	<p>I would like to see some of our projects finished first</p> <ol style="list-style-type: none"> 1. Old arena 2. Airport 3. Road repairs <p>Looks nice <u>“but”</u></p>

<p>Comment sheet July 11/24 Open House</p>	<ul style="list-style-type: none"> - More bike parking - More bike/scooter <u>friendly</u> - More pedestrian friendly - Play equipment on the square – lots of green space for this. Things like big rocks & logs for climbing. - Less grass more <u>native</u> pollinator garden – current gardens have some invasive species
<p>Comment sheet July 11/24 Open House</p>	<ol style="list-style-type: none"> 1. Patios should be adjacent to restaurants if that would work better for restaurants & staff – not separated by sidewalk. 2. Square business owners should have maximum input. Also, folks who live in apartments above square businesses – what works for them 3. Weird but true – underground construction will disturb rat colonies (if they are there). I witnessed this in past – will construction folks arrange trapping or something to minimize otherwise they will seek out new homes in nearby residences. I live just off the square so this is a concern for me.
<p>Comment sheet July 11/24 Open House</p>	<p>Take out rest areas and raised areas at intersections! Creates safety issues. Does not solve. No trees on outside of square approaching intersections, creates blind spots for drivers blocking sight of pedestrians.</p>
<p>Comment sheet July 11/24 Open House</p>	<p>The new design is still not very progressive or forward thinking in its concepts. We should be moving away from a car-centric space to an active transportation/pedestrian-centric space. Businesses will see more customers if you make it a safer space to be on bike/foot than a car. If nothing else, a painted strip of pavement to designate a bike lane would not involve more infrastructure and very minimal cost. There are more and more young families moving to the area that want these things and if you want them to remain living here, you should employ progressive, forward-thinking concepts for our town’s design. This is a one-time opportunity to make a good change.</p>
<p>Comment sheet July 11/24 Open House</p>	<p>Road entrances – I think the design should return to what was presented at the charrette (center median with one crossing). I understand the concern is for plowing, but pedestrian safety should be more important. To make plow access easier, removable planters could be used on this island. Add cycling infrastructure! At minimum one of the lanes should be signed on the road as a ‘share the road’ lane.</p>
<p>Comment sheet July 11/24 Open House</p>	<p>Choice: block segment plan – mid block “D” option</p> <ul style="list-style-type: none"> - I like the (verbally suggested) surface treatment of entire crossing areas as different from straight away – to allow crossing from inside to outside of Square throughout entire intersection (not just at highlighted [brown rectangular] areas). - Walking surfaces need to be even – current “cobble” is treacherous for anyone with balance/arthritis issues. - Seating/resting area options along the whole route – I think most of the planters are “sittable” – Great! - I’d love to see a trial run side street with back-in options as a feedback study experiment. (Yes I know it’s been voted down, but it would be ‘fun’.) - Consistent, clear, friendly signage will be key. - Supported cycling, scootering, skateboarding areas with emphatic, clear signage please <p>*Good work, everyone!</p>

<p>Comment sheet July 11/24 Open House</p>	<p>As a taxpayer in this town for fifty-four years, I have seen many rushed decisions are not always best. It is taxpayer’s money that makes this possible.</p> <p>No to intersection medians</p> <ol style="list-style-type: none"> 1. Snowploughing is difficult now – check with operators for their views. 2. Emergency vehicles need access without barriers example (firetrucks, police, ambulance) 3. Difficult now to enter and exit square intersections with delivery and transport stopping in traffic lanes and also town vehicles. 4. Will take parking spaces (which we are lacking) if intersections have to be enlarged. 5. Many truckers have expressed negative comments regarding 5-points medians as being a nightmare. Trucks also are getting larger. Possibly check with personal or delivery drivers. <p>Lighting Present light standards are well suited to our town. I do have concerns as to weight of very large plants hanging on these. I believe we have experienced this in the past downtown. The plants are beautiful! Grass is not feasible as it would have to be mowed by hand & trimmed amounting to added costs. Possibly the town should have bylaws for food industry and limiting spaces. In Goderich if lucky, this is for three or four months. Goderich will never have a flourishing downtown as long as more office and financial institutions are allowed replacing retail in core area.</p> <p>Benches and Bike Racks My family has donated a memorial bench and would like it to be reinstalled at present location on North St as it was chosen for a specific reason. I was informed it may not be in this exact location in new design. I do agree this town does need many infrastructure repairs and I have no problem with this as it is necessary. Our downtown area is beautiful and very unique! Very pleased with task group members that were very helpful. Another public meeting would be helpful as many residents that are employed cannot attend between 3 and 6pm.</p>
	<p>The following comments were received by email.</p>
<p>Via email July 12/14</p>	<p>The Town is to be commended for taking on a vision for the Square that lives beyond the curbs. People do not much like change and one’s own paradigms affect our judgement of what is good and what is threatening. While politically correct it is a little unfair to ask the public to weigh in on an <i>educated</i> basis on engineering or landscape design much less what the entrepreneurial spirit would say about driving the opportunities of the future. Most of us are not Walt Disney in dreaming up Disney World or the folks that created the kitschy yet highly successful town of Frankenmuth, yet in some ways Goderich has a head start on the beginnings: vacant swampland or a nothing town in the middle of nowhere Michigan. The Square is such a unique asset in the Canadian perspective, more at home in Europe than North America in design with an octagonal main street and central commons.</p> <p>In my opinion the current design, while a step forward, <u>does not go nearly far enough to position the Square as the asset it aspires to be.</u> If you looked at the Downtown as a brand new greenfield development, likely you’d a) consider the whole design – courthouse park, the outside of the square, the radiating streets and the parking in one design and b) chances are it would incorporate a great deal more people places – paths, sitting, tables, trees, skating</p>

oval...and far fewer or no cars, access to cars and parking for cars in the same place people are supposed to congregate and relax. That is a notion.

Today the plan presented offers more people places in amongst a car-centric space. While we cannot be bold enough to remove cars from the Square (yet), it likely will be what saves this Downtown one day. I attach the Editorial from The Globe & Mail July 6th/24 which promotes downtown pedestrian use over vehicles and its benefits. The probability remains that if Goderich were to fully embrace the Square for the unique asset it really is and make it into something widely notable, it would drive far more business and benefit to this town than the minor shortfalls it would create. Successful towns are having to limit downtown traffic to their perimeter with people walking in, taking a shuttle or having access in off hours. Think Williamsburg, Elora or virtually every crowded little town in Tuscany to name a few of the hundreds of examples. They are crowded because “they built (the infrastructure and attraction) and they came”

So *incrementally* I would suggest the changes currently proposed be reviewed and tweaked in the following areas:

1/ Draw cars and trucks onto the plans then look at the “green space” The reason cars and trucks are not shown is because the tables and sitting areas at the curb are actually smushed between the buildings and the bug covered grills of each and every car and truck. You cannot see around or over them. No wind down there in that corridor, just the smell of decaying organics. Yum.

Move the tables across the street to the courthouse and work on connecting links to make the courthouse park and the outside Square boulevard work better *together*.

2/ Plant trees. Canopy trees. Early pictures of this town show vast areas denuded of trees right down to the shores of the lake BUT the early leaders were quick to realize the importance of trees to soften and cool in the landscape within the Square. Look at early pictures of trees ringing the outside of the Square and down the main side streets. Beautiful.

3/ Reduce the road size and move as much parking off the Square. Paint two lanes on the Square with the inside lane (courthouse side) uninterrupted, the outside one with arrows pointing right repetitively. At each intersection *paint* a triangular median which has the outside Square lane exit and the approaching side street turning right onto that lane. King Street in Toronto went a step further (Theatre District) and made each block exit so pickup and delivery was available but not through-transit. (Something to keep in mind for the next iteration).

4 Replace the STOP signs with yield signs and make the Square function as the one way round-about that it is.

5/ Create parking and connect alleys (the English call them a “close”) from rear parking (yet to be enhanced) through to the Square over time. See picture below

Thanks for the invitation to comment.



Via email July 17/24	<p>Please do not follow through on your plans to destroy the square in Goderich. You don't realize what a treasure you have. As a resident of near-by Clinton, I frequent the square weekly if not more. You plans to cut parking access and make driving unsafe is not a good plan. Please rethink this.</p> <p>Kind regards,</p>
Via email July 16/24	<p>i think its totally 100 per cent idiotic to narrow the traffic lanes anymore, its already very difficult for some seniors trying to park or leave parking spots,not being very responsible by narrowing it,and for what,somebodys dream</p>
Via email July 16/24	<p>Hi there,</p> <p>Removing upwards of 30 parking spaces is absurd. There aren't always spaces at busier times during the off-season, nevermind during tourist season. This will severely impact people with mobility issues who will now potentially have to park further from the store entrance.</p> <p>Reducing lanes is also a hazard. There are many many times where I've gotten stuck behind someone "dropping someone off" who stopped in the middle of a lane, and if I couldn't go around then traffic would be held up, which could lead to road rage issues and congestion.</p> <p>I sincerely hope you reconsider downtown changes that will negatively affect the entire town.</p>
Via email July 11/24	<p>Dear Mr. Thomas,</p> <p>Tonight my husband Peter and I attended the Public Open House for the Rebuilding Downtown Infrastructure Update. Peter and I have lived in the Goderich area full-time since 2020, and part-time since late 2018. We are both avid road cyclists and spend our weekends cycling in the area; mostly on Orchard and Why's line and rural roads between Goderich and Bayfield. We met Con Milady after asking a mutual friend who to speak to about cycling initiatives in the area. Since that time, we have been copied on Con's weekend ride email where he keeps in contact with roughly 75 local cyclists who join the weekend ride from time to time or share news about bears or dogs and general local cycling intelligence. We are grateful for Con as without him, we would not have met this community nor had the ability to join the weekend ride from Goderich or have been introduced to the Bayfield Cycling</p>

Club. We have also been impressed with the way he devotes his time and energy to protecting this community.

I feel it necessary to talk a little bit about Con because it was intimated to Peter and I when we attended the open house that we were simply there to promote "Con's idea". This is not the case. We came to the Open House because we care about the community in which we live and in general we find the traffic in the square to be extremely disorganized and somewhat dangerous. We do not bike in the square as the risk of having someone back into us is extremely high in our opinion - thus we avoid it - and instead of cycling into town (our first choice), we contribute to the car chaos; in the interest of personal safety.

Peter and I would like to see the interests of this community of cyclists and all of the other cyclist parents and children that don't currently cycle into town represented in the town square design. Unfortunately this is not the case with the current design. There are several ways to do this and I have listed them from most desirable:

1. Insert a dedicated cycling lane with a hard curb in between the sidewalk and the angle parking.
2. Mark (paint) a dedicated cycling lane (without a hard curb) in between the sidewalk and the angle parking.
3. Mark (paint) the lane closest to the angle parking as a shared lane with cyclists and cars in a minimal attempt to bring awareness and give guidance on which lane cyclists should be using.

After Peter and I attended the Open House, we went to Part II Bistro and had a meal on the patio facing the street. Between 5:40 p.m. and 6 p.m. on this quiet Thursday evening we saw 8 different cyclists, cycling in the square. In the absence of a cycling lane, the cyclists were cycling everywhere - inner lane, outer lane and both sidewalks, and most of these cyclists were (unfortunately) not wearing helmets. The cyclists are there, and more will come - and they are not being considered in the current design at all, which is unsafe.

As Councillor John Thompson told us - you are trying to build something that will last for the next 100 years. In the spirit of combating global warming; you would think that you would be encouraging alternate modes of transportation like cycling by making the downtown cycling friendly - which aligns with your traffic calming policy which is supposed to "improve conditions for alternate modes of transportation" as mentioned on your website. And while you are at it, I would certainly recommend putting a row of car chargers on at least one side of the square in the parallel parking area. If this design is going to be around for the next 100 years - you will need more car chargers and it would encourage people to shop in the square while their electric vehicles are charging.

As commonly described, Goderich's connected location is one of the reasons why Goderich council should take steps to encourage cycling. Goderich is the prettiest town in a beach community which sits as a terminus point at the end of one of the best rail trails in SouthWestern Ontario. Don't miss the opportunity to plan for the future by listening only to the loudest voices. Please consider all of your constituents; including the cycling children and mothers that are too busy to attend your council meetings.

All the best,

Via email July 16/24

Hello there.

	<p>We missed the meeting last week concerning the construction that will be taking place around the square. I understand the plan involves the loss of 30 parking spaces. There aren't enough spaces now especially in tourist season. We've been downtown twice in the last week and the spaces were full. So we are against that part of the plan.</p> <p>Will there be another opportunity to see the plans?</p> <p>Mary Lou and Brent Pizzey</p>
Via email July 16/24	<p>The loss of 30 parking is a major thing for shoppers and business owners alike, but a reduction in lanes is ridiculous. It is bad enough currently to back out of a parking place when parking next to a large truck SUV or van. Less or narrower lanes will make it more dangerous and harder to do especially for seniors. Rather than enhance the Square it will be somewhere you don't want to go.</p>
Via email July 16/24	<p>The traffic lanes around the square need to be clearly delineated. Reduce it to 2 travelling lanes with the lane closest to the stores identified as to be used only for exiting or entering a parking space. If spaces need to be eliminated, be sure to add off square parking such as a parking lot with free parking. Keep the budget for beautification reasonable. We already have a beautiful landscape, but add more benches, eating areas in the Courthouse Square. More bike stands are needed. Washroom facilities are needed. Add cameras to supervise or hire guards. By keeping the budget low, the rest of the funds can be used to fix the other streets in town that visitors and residents are damaging their cars on. Britannia is a prime example.</p> <p>Reduce the frequency of snow removal to shift some of that budget elsewhere. I have witnessed snow removal when there was pavement showing multiple times in one day on the same street.</p> <p>Add stairs to the beach at Sunset Park. It can be quite treacherous especially after a heavy rain.</p> <p>Respectfully submitted.</p>
Via email July 14/24	<p>I had a look at the drawings of the down town on Thursday. Everything looks really good on paper! My thoughts of this project is that maybe 2 or 3 blocks should be laid out roughly to what the new parking & narrowing of the driving lanes Will be like & try for a couple of weeks To make sure it is what is really what is needed. Its better to make changes now then after its done</p> <p>My thoughts Only</p>
Via email July 16/24	<p>While driving on the square yesterday, I really think reducing the lanes from 3 to 2 is a bad idea. Not going to be easy for people to maneuver. People backing out is going to take up one lane. Which only leaves one lane. Really bad idea. Leave it at 3 lanes.</p>
Via email July 16/24	<p>The Town of Goderich definitely needs the infrastructure repair but adding the extra, I believe, 2 to 3 million in beautification expenses is in my opinion a non-necessary use of tax money and takes away needed parking spaces and needed driving lanes.</p> <p>In my opinion we need the lanes as they are on the square in order to make it easier to exit parking spaces and to go around delivery vans. If you reduce the lanes both of these will be very difficult to do especially in the winter as snow banks are added to the edges of the square. Also many people in the summer use the inner lane to drive slowly around the Square to see what merchants are there.</p> <p>Reducing our parking by 30 spaces is ridiculous in a town that has a high senior population. Yes, having a parking lot off the square is a wonderful idea for people who can walk easily and</p>

	<p>have the energy to do so. Seniors, however, have limited mobility and need to park on the square.</p> <p>Also it is human nature for most people, especially busy people, to park near where they want to shop. And more parking equals more revenue for businesses on the Square.</p> <p>May I suggest keeping the current number of extended spaces that already have benches on them that are already on each corner and sprucing these up - perhaps adding summer planters and benches on every corner. If you want to extend may I suggest taking the parking space down the side street rather than actually on the Square. We need our parking spaces and I know we will regret losing any!</p> <p>By the way allowing restaurants to create patio spaces has already been working successfully and by the way also reduces the parking spaces on the Square.</p> <p>How much is being spent to create seated areas all around the square? Rarely do I see people sitting on the benches that are already there (except during Market or Festival weekends). Why create more? Remember we have a very short tourist season of three to five months. People usually do not want to sit on park benches in cooler weather. Is this money wisely spent?</p> <p>We need money to repair current streets – West St., Suncoast to name a few. Our town is already beautiful and millions of dollars spent to beautify our Square that is already beautiful does not seem like a good use of our tax dollars.</p> <p>As to adding trees on the sidewalk near the shops we have many beautiful trees already on the Square. And I know the shop owners will not be happy about removing leaves from sidewalks in Autumn.</p> <p>Also, rather than spend money to create boulevards on the side streets simply painting arrows (perhaps orange fluorescent arrows) ON the road (as well as signs) would clearly indicate in which direction to turn. The roads are plowed in the winter time so the arrows will be seen. As well in the winter time there is not as much tourist traffic and everyone in Goderich knows which way to turn. I also feel that raised boulevards in the middle of the street could be a hazard when they are covered with snow and the roads are icy in the Wintertime.</p> <p>I do not go down the Main Street in Grand Bend because it is too narrow and there are too limited parking spaces - the same with Dundas Street in London, the same with King Street in Kitchener. Reducing parking and driving lanes does not make it easier to shop.</p> <p>I appreciate that you're not going to please everyone.</p> <p>Is more beautification really needed? At what cost?</p> <p>Is spending two or \$3 million more to beautify a Square that is already beautiful and is already functional necessary???</p> <p>If it ain't broke don't fix it.</p> <p>P.S. Another very important reality must be considered. Whenever you do any renovations they ALWAYS end up costing more and taking more time than expected.</p> <p>My formula is take what you think it is going to cost, double it and add 10%. This formula can also be used for time spent. I sincerely hope that my formula is inaccurate for the renovation of the Square!</p>
Via email July 16/24	<p>Hello</p> <p>As a longtime resident of Goderich as well as a former business owner located on the Square, I do not believe that the new plan is what's best especially for our downtown business community. Widening the sidewalks to eliminate an additional 30 parking spaces putting up trees in front of store signs and reducing the lane traffic Overall will be a huge detriment to our downtown core and not add to the appeal as intended. I do not believe that this is money that we should be spending as the last renovation that also removed parking spaces and reduced the lanes was more than sufficient. As it is , the town does not help promote the brick and mortar stores that we already currently have so why on earth would they want to make it</p>

	<p>even harder for those business owners to do business by reducing the amount of parking and visibility?</p> <p>Therefore, it is my opinion that we should not move forward with the intended project nor should we continue with this plan.</p> <p>Have a great day</p>
Via email July 16/24	<p>I was not able to attend the open house meeting but just found out your intentions to remove 30 parking spots and reduce lanes. I think this is ridiculous. It is hard enough to find parking on the square and you will be ruining the whole uptown if you go through with this proposal. I hope that the public will still have a say and not just go ahead as you please. It makes me think that the designers aren't even long time residents .,Thank you</p>
Via email July 16/24	<p>The traffic lanes around the square need to be clearly delineated. Reduce it to 2 travelling lanes with the lane closest to the stores identified as to be used only for exiting or entering a parking space. If spaces need to be eliminated, be sure to add off square parking such as a parking lot with free parking. Keep the budget for beautification reasonable. We already have a beautiful landscape, but add more benches, eating areas in the Courthouse Square. More bike stands are needed. Washroom facilities are needed. Add cameras to supervise or hire guards. By keeping the budget low, the rest of the funds can be used to fix the other streets in town that visitors and residents are damaging their cars on. Britannia is a prime example.</p> <p>Reduce the frequency of snow removal to shift some of that budget elsewhere. I have witnessed snow removal when there was pavement showing multiple times in one day on the same street.</p> <p>Add stairs to the beach at Sunset Park. It can be quite treacherous especially after a heavy rain.</p> <p>Respectfully submitted.</p>
Via email July 16/24	<p>Hi</p> <p>Just wanted to take a moment to voice my objections to the proposed alterations to the downtown area of Goderich. I don't see the need for planters in front of the stores. The square is full of trees and plants which is fine. To have to move them away in the winter months and pay to have them moved and stored is not a good use of taxpayer dollars.</p> <p>The loss of 30 parking spaces is ludicrous. I have gone into town for a dentist appointment and had to park a couple blocks away from the office as it is...so reducing spots is going to be even a bigger hardship for citizens. We are seniors and I believe working for those who live in the community now and not for non-residents doesn't make sense. We shop the stores. We go to the market. We visit professional offices. Do the residents on the neighbouring streets want the cars parking on their streets and making them more dangerous?</p> <p>Goderich already has the reputation for being Canada's Prettiest Town...and did it without all this extra street scaping. I don't see anything that is needed downtown. It's a quaint area and I enjoy going there...just the way it is.</p> <p>My two cents worth!</p> <p>Take care</p>

Via email July 15/24	<p>Hi Sean,</p> <p>The presentation July 11th was well done and it gave me a good idea of the town’s ideas for beautifying our downtown. It all looks very nice, but unfortunately expensive for the town. It is nice to now that town council is listening to Goderich citizens when we said NO to back in parking downtown.</p> <p>Regarding the concerns about the construction impact on local businesses, it’s indeed crucial to minimize disruption. Effective signage and communication can help ensure that businesses remain accessible and visible to customers during this period.</p> <p>As for the debate between two lanes of traffic versus wider sidewalks, studies have shown that enhancing pedestrian infrastructure can significantly benefit urban areas. <u>Wider sidewalks can improve pedestrian safety, encourage walking, and boost local businesses by increasing foot traffic.</u> However, it’s also important to balance this with the need for efficient traffic flow. A detailed traffic and pedestrian study would be beneficial to determine the best approach for Goderich.</p> <p>I have concerns about the long-term costs of maintenance for each option being studied. There is potential for sponsorship of the planters. Fixed planters could indeed reduce annual setup costs and provide a more permanent aesthetic. Sponsorships could also foster community involvement and offset some of the maintenance expenses.</p> <p>Thank you to town council and staff for all the work you have put into this project to upgrade and beautify our town square.</p>
Via email July 17/24	<p>My feedback:</p> <p>Trees! Add as many suitable trees as possible!</p> <p>Pedestrian crossing: I really liked the “martini glass” shaped arrangement that was displayed at the charrette but didn’t seem to be offered at the July 11 Open House (maybe I missed it!) I recall the open house version of the crossings were more similar to the current crossings - honestly, I might have simply misunderstood the current drawing.</p> <p>Trees - just wanted to emphasize my desire for the most trees possible.</p>
Via email July 17/24	Bicycle parking on the Square

There must be a clear idea as to where the light posts (currently there are 4 per block) can and cannot go on these proposed plans

Question- I am asking where they are roughly going to go given the two different planter layouts proposed. Also, what zone are they going to be located in (furnishing zone or sidewalk zone or the .60 metre zone that is closest to the curb) ?

PARKING

2/ We now know the number of parking spots lost. Existing parking spots are 168 and the proposed number is 120. A loss of 48 spots / 30% reduction or another way to look at is the loss of two full blocks of parking.

(We currently have 14 spots in front of the businesses and 7 on the inside ring of the Square on each of the 8 blocks and will drop to 10 spots in front of businesses and 5 on the inside ring)

This needs to be clearly noted on these plans . Again, we need to tell people the things we know.

Question #1- My question here is how many spots, and where, are we going to gain in the parking study being conducted now to replace these ?

Question #2- Is there any way to return the two spots to the inside ring ? I am not clear from the plans why we have to lose two spots per block when nothing on the inside is supposed to change.

Question# 3- How many more handicap spots do we need to have in the Square ? Are they going to be in the outside ring parking ?

Comment- the County employees, over my 40 years of involvement with the BIA, have never dramatically altered their parking behavior .

They will more than likely continue to park in the inside ring but now we will be 16 spots short with the new plan. Are more of them going to park in front of businesses all day making parking even more difficult ?

SNOW REMOVAL

Question #1- Will the snow be piled up between the permanent planters ? If so, access to businesses will be restricted.

Question #2 - Is there a formal snow removal plan that has been developed that can be presented as part of this process?

If not, it should be required so business owners will know where and how the snow will be plowed and eventually removed from the downtown area.

LEAF REMOVAL

With the return of trees to the sidewalk area, there will be a need to have proactive removal of the leaves on an ongoing basis during the fall and spring months.

The town is not doing a good job clearing away leaves from the sidewalk areas currently.

Leaves are a problem in the fall and spring each year and will only be a bigger issue.

We need a commitment from the town that the leaves will be cleared away each season. It is a daily issue for most businesses.

	<p>REMOVABLE PLANTERS</p> <p>Question - When the removable planters are taken away in the fall, will snow be piled up in their space ? If so, will visibility be an issue at the corners ?</p> <p>RETAIL ZONE</p> <p>The current . 90 metres allotted for store displays or outdoor signage is limiting . Would like to see 48" of space.</p> <p>Question #1 - Will this space still be available to business when the newer accessibility regulations take place in 2025 ?</p> <p>Question #2- Will businesses be allowed to put tables out across from their buildings for events like Sidewalk Sales or other events in the downtown ?</p> <p>These are the questions and concerns that I have been thinking about. I would be grateful if you were to share this with other members of the committee. Thank you for taking the time to read and respond to my questions.</p>
Via email July 17/24	<p>To whomever it may concern,</p> <p>As a 25 year plus resident of Goderich Ontario, I feel as though my voice should be heard.</p> <p>Goderich is a small South Western Ontario community located on the coast of Lake Huron. One of the main vocal points of the town is the "The Square". Developing The Square in the way that has been proposed, will take from what we know and love, not add..</p> <p>Car parking is already at capacity on The Square and to take from that, would hurt many vendors and people who visit this "Tourist Town". Not to mention the ease of use of the square will be cut in half when you reduce to single lane.</p> <p>Was Traffic control a thought when coming up with this proposal? The amount of traffic on weekends and busy hours is already putting the square at full capacity. Reducing to single lane would be catastrophic to the flow of traffic. More than likely causing more accidents, and heated situations among drivers.</p> <p>Suggestions to help retain what everyone loves about the square, and not take away from the originality everyone knows and loves.</p> <p>Paving the square as it's been needed for quite some time. Extend parking down each exit of the square. Add a centre line for the double lane around the square. Use the centre of the square for vendors not just the outside.</p> <p>Taking away a lane on The Square will not add more opportunities for anyone, besides the contractor building it. The amount of space gained from reducing a lane is a nonstarter in comparison to the needs of the residents of Goderich.</p>

	<p>Please consider these suggestions as many of these “proposals” don’t take into account what the community of Goderich thinks or wants.</p> <p>Thank you,</p> <p>Please consider this.</p>
Via email July 16/24	<p>Hello</p> <p>I was wondering if there will be a bike lane. Due to the fact I see skate boarders and bikes up on the sidewalk driving around the square. I know this is probably not an important issue but I am afraid that one of these days a pedestrian is going to get run over by these cyclists not paying attention or the person walking not realizing someone is coming up behind them.</p> <p>Thank you</p>
Via email July 19/24	<p>Fix the sewer and water pipes,uptown apparently there are very old.But anything else is waste of mine and everybody's else tax money.I couldn't less about all the stupid flowers that are watered 24/7 after storm even. A waste of tax payers money. Fix the roads and sidewalks around town third world country's have better roads. nelson, suncoast, Hamilton Street to name a few. Quit using so much salt I know it's free every corner is crap they don't turn the spreader off. Its just absolutely crazy running up down the streets plowing and salting nothing.</p>
Via email July 19/24	<p>Hello,</p> <p>I don't have a lot to say, or a lot of time to say it, but I did want to voice my my enthusiastic opinion that I'd like a bike lane included in the planning process of the "square", (or a change in the current by-law prohibiting them on sidewalks).</p> <p>I am a parent of three young children (under the age of 12) and I find it very frustrating and stressful to not have a place for them to ride bikes or scooters. I understand that we have a large senior population and I can see the potential hazards of having bikes and pedestrian lanes combined. However, I don't see why a compromise can't be found , in order to encourage our youthful population to enjoy and share the square in their own (safe) way, (without the dangers of riding along the road, amongst the cars).</p> <p>I understand that there is to be more seating included in the new plan and I am looking forward to that.</p> <p>Thank you for your time and consideration.</p>
Via email July 26/24	<p>This is probably to late in the game for this but had anybody suggested that the road be turned into a one way counter clockwise, it would clear up congestion and maybe be more efficient.</p>
Via email July 29/24	<p>Hello,</p> <p>In hopes that you read and can reply to enquires.</p> <p>We have been coming to Goderich to shop for quite some time, our friends family is from there and some still living there. We have family that are there and they go generations back. In fact we've had our own family reunion weekends at the legion there.</p>

	<p>We come there regularly, to shop and eat downtown, then off to the beach to walk and sit on the bench with our relatives name on. Parking at times is a challenge but obviously worth the perseverance of getting a spot.</p> <p>That said, with your new plans for parking on the square where do you suggest we start looking for parking? If it becomes a constant challenge, and the distance further and further from the square; it saddens me to say we won't be coming. Will people like Stuart or Anne and their businesses as well as others miss our patronage? If there are more like us, I think the answer will be yes.</p> <p>We like many others come for the "complete" package of your wonderful town. The great shops and restaurants, the wonderful people that staff them. The square itself is legendary for the market, the entertainment, the Christmas decorations. The beautiful beach and its walking path.</p> <p>Without a place to park, very sadly we won't be able to continue our trips there.</p> <p>Can you please tell us, after the town's employees and the business people park, where do you see us parking in this new plan?</p>
Via email July 29/24	<p>Hello,</p> <p>Please note the following response to Submit a Staff Compliment has been submitted at Monday July 29th 2024 12:02 PM with reference number 2024-07-29-001.</p> <ul style="list-style-type: none"> • Please provide your comments and relevant specific details (e.g. date, time, location, service details, etc.). Please note, it may take up to 5 working days to respond to your feedback. <p>I think this is a really bad idea for many reasons.</p> <p>There is already a lot of headache driving on the square. Especially during tourists season. Giving less lanes to drive is going to make traffic more congested then it is already causing more road rage problems. Also theres a lot of people that simply cant reverse their car if their life depended on it. I believe this is going to cause accidents incolving parked cars getting hit. Which is going to cause hit and runs.</p> <p>I cant even imagine what it will be like during markets. Venders already block the middle lane double parking to load or unload their vehicle.</p> <p>I have lived in this town for my whole life, and drove this town for 25 years. I believe this is a huge mistake.</p> <p>I know for a fact if the town makes these changes lots of people will start avoiding the square which will cause less business and lower sales for the multiple businesses on the square.</p> <p>Older and younger people will be afraid to drive on the square.</p> <p>Im asking you or even begging you to reconsider changing our square this way.</p> <ul style="list-style-type: none"> • Would you like to be contacted for follow up? Yes • How would you like to be contacted? Email
Via email July 30/24	here are examples from Champ-Elysee and King street west



Hi Sean,

First, my apologies for late comment related Downtown Rebuilding / Streetscape project, i'd been very busy on personal matters. I feel i need to mention this view even though late rather than us realize it later that we would say that we could had done better related to pedestrian traffic or would later remedy it with corresponding cost, or someone brought it up mid thru the project.

My view is related to plant boxes on the sidewalk of outer octagon. while it would provide beauty and floral/green atmosphere and can serve as seats for patio coffee shop/dining dining, I feel it would reduce pedestrian space and would constrain pedestrian traffic particularly between inner octagon and outer perimeter (or with radiating streets i.e. hamilton, south, ...) / shops. On big cities with focus on people traffic, pedestrian friendliness is one of the considerations, you may look at say Champ-Elysee or streets of toronto i.e. King street west or Queen street west. For the trees, their base ground could be at same level of the side walk too making the space truly pedestrian friendly (including those with disability). I saw some examples like grilled based for the trees. For floral plants, maybe we could consider movable plant boxes that can be placed where traffic wont be constrained.

Hopefully this input could still be considered rather than us deal with the impact later.

Yours truly,

Via email July 31/24

Hello Sean,

	<p>I attended some of the early meetings for the reconstruction of Goderich Square and was impressed with the planners that the town hired and the thorough and thoughtful process the ensued.</p> <p>I do not have a Facebook account or other social media accounts (in an effort to protect my sanity) but have heard that there have been changes made due to public pressure since that time. Most recently to accommodate more parking spaces at the expense of expanded pedestrian space.</p> <p>This email is intended to lend support and encourage the decision makers to maintain as much of the original plan as possible. We hired professional planners that have the knowledge and experience to provide a state-of-the-art plan. I am not so naive that I would think you might not need to make changes to cut costs if the budget does not allow everything the plan proposed, but it is also a time to remain far sighted and spend what is required to get this done right.</p> <p>I would like to speak in support of maintaining as much of the professional plan as possible. Far be it for locals and laymen like me to second guess professional planners in this situation. We paid for a plan, and we should stick to it as much as possible.</p> <p>This is a once in a century opportunity to make the square even more exceptional than it already is. Cutting down on curb and pedestrian appeal seems very short sighted. If cars become self-driving as predicted, there will be no need to park cars on the square. They will drop you off at your destination and either park themselves or go give someone else a ride. Progressive towns and cities all over the world have recognized the appeal and importance of making their core more pedestrian friendly if you want to make the area livable and appealing.</p> <p>There is always reluctance to change – even when it is for the better. Please know you also have support for doing this right. It may seem expensive currently, but an attractive downtown will benefit everyone for many, many years to come.</p> <p>The future is unpredictable but inevitable. People may take comfort in keeping things the same, but it is not realistic or possible. Please maintain your resolve to make the square a legacy from our generation to future generations and do not bend to those that attempt to hold you back.</p> <p>Thank you.</p>
<p>Via email Aug. 1/24 Business Owner</p>	<p>Hello all,</p> <p>First, thank you for allowing me to listen and comment during your "site street meeting" this week.</p> <p>At that time Mayor Bazinet indicated that the outlined bump outs would likely be reconfigured to reclaim two parking spots. I didn't take the time then to look at how many spots were lost when the new bump outs were marked.</p> <p>I wrongly assumed it was five spots per block as on the last set of proposed plans. It is six spots per block. As well we are losing up to two spots per block on the inside .</p>

	<p>Even if we reclaim two spots and only lose one spot in the inside parking per block that will mean we will lose forty spots (five per block x eight blocks).</p> <p>This far too many valuable parking spots to lose in the commercial heart of Goderich !</p> <p>No off site parking improvements can equally replace the value of these forty spots in front of the many small businesses.</p> <p>Again, thank you for allowing Dawn and myself an opportunity to bring forward our concerns. We, like the members of council and the committee, are extremely passionate about downtown Goderich.</p> <p>(Please share this email with all on council and the committee)</p> <p>Thanks,</p>
<p>Via email Aug. 1/24 Business owner</p>	<p>As you know there is tons of chatter around town. I starting to sound like a circus. I run 3 business in town and anything we do we try to do right and at LOW cost and the easy way. Can you please stop trying to build something we DONT need. Yes we need to fix the infrastructure , Yes we still need all the roadway that is there. It will be a traffic nightmare if we loose a lane. EVERYBODY that comes to town says we have a beautiful square , fix the infrastructure freshen it up and LEAVE it alone. That is mine and our tax dollars your playing with. Let the building department go to work . This not about what a few people want its what we all need . Keep it simple , keep the cost low and get it done.</p>
<p>Via email Aug. 1/24</p>	<p>Hello Sean,</p> <p>I found your name on the Town of Goderich website.</p> <p>I am a resident of Goderich. With the upgrade to the infrastructure in the courthouse area being planned to start next year, is it possible to have the public washrooms that are currently located on Kingston Street relocated back to the Courthouse? My apartment balcony is above the entrance to the washrooms. There have been times when due to the number of people waiting to use a washroom and the smell from cigarettes and pot makes it difficult to enjoy sitting on the balcony. I have spoken with other people who would also like the washrooms relocated. The request might be unrealistic but I needed to ask in case it was possible.</p>
<p>Via email Aug. 8/24</p>	<p>Hello Sean,</p> <p>This morning walking past the washrooms there was an awful sewage smell. I went home and stepped into my apartment and could smell the odour. It's a beautiful day so my windows are open.</p> <p>My neighbour has also complained of this previously to me.</p> <p>I won't be sitting out on my balcony.</p> <p>Please add this concern when you take it forward.</p>
<p>Via email Aug. 15/24</p>	<p>My impression is that the primary focus is on community and people rather than automobiles. Per the attached article, and other reading, our community will thrive if it truly is a community and not just an assembly of people.</p>

	<p>I think this focus is important and working. There appears to be more and more people around this summer who are probably not living here, that is great to see. Hopefully more and more will chose to relocate here and bring new vitality to the community. Yes it will change the community but change will happen regardlessly and better it be planned and guided than just let happen.</p> <p>Encouraging street life with sidewalk dining was a huge step forward, thank God we kept it going after COVID. Seeing people enjoying themselves builds a bond and also says “this is a pretty neat town”. The beach is livelier than it has been</p> <p>Keep up the forward momentum and let data and studies guide vs stagnation.</p>
<p>Via. Email – August 19</p>	<p>To Mayor and Council</p> <p>I would like to encourage the Mayor and Council members to support the idea of a trial period of showing the people of Goderich the actual affect the enhancement plan would have on the Square lane reduction and traffic and parking issues.</p> <p>I understand that the people who viewed the chalk mark-up of the potential changes, in the Fincher’s block at the end of July, were very surprised and had not been able to fully visualize what the effect would be.</p> <p>I believe it is the responsibility of Council as representatives of the Town citizens to ensure that we are fully aware of the possible changes that Council could approve. The efforts to date at informing the public have possibly been a good attempt, but obviously not well enough communicated as yet. People still do not realize the full impact this sidewalk widening and lane closure would have.</p> <p>Please ensure this trial takes place and that Council is transparent to the public and not, as some residents and businesses feel, trying to push this change through.</p> <p>This trial should also be pointed out and supported at the August 23rd task force meeting.</p>

Via Email – August 22 – Scan of Article (CFIB – Aug. 20)

Nearly seven in 10 (68%) small businesses have experienced disruptions due to local construction projects in the past five years, marking a 27% increase since 2018, finds a new report released Tuesday by the Canadian Federation of Independent Business (CFIB) titled *Hard hats and hard times: Public construction impacts on small businesses*.

Of those affected, 22% report these disruptions have had a major impact on their business, which equates to 266,953 SMEs across the country. When public construction projects extend beyond their established timelines, it prolongs the impact of these disruptions. On average, small firms endured 508 days of construction-related disruptions over the past five years, said the national organization.



Emily Boston

"Small businesses face a myriad of issues when local construction projects take place, from traffic congestion and dust and debris, to losing customers and navigating logistical disruptions," said Emily Boston, Senior Policy Analyst at CFIB and report co-author. "Now, imagine dealing with it for over 500 days! Sadly, this is a reality for too many small businesses across Canada.

"We're not asking governments to stop upgrading roads or repairing sewers. Public infrastructure projects are important, but when they drag on for years, it's difficult for businesses to survive in the meantime. A large portion of construction costs can be avoided with better planning, execution, and by giving more consideration to the reality of local businesses.

"All too often it seems as though levels of government punt the responsibilities of construction projects back and forth. There needs to be a clear directive as to who is responsible for the construction mitigation of projects and what mitigation tools will be used. Improving how construction projects are handled would benefit local businesses, municipalities, provincial governments and citizens alike."

The CFIB said small firms lost on average 22% of their revenues during the most significant construction project affecting them over the past five years and on top of that, spent around \$10,000 in extra expenses such as cleaning and repairs.

"While each construction project is unique in its duration, scale and disruptiveness, the most common issues affecting 58% of businesses are traffic congestion, dust, debris, and noise. Customers and staff having trouble accessing their business or finding parking (49%), significant stress (23%) and lack of notice (33%) also impact small businesses in construction zones," it said.

"Over two-thirds of businesses (68%) say they should be compensated by government when a public construction project has a major impact on their business operations. CFIB urges governments to support small businesses during periods of major construction by establishing comprehensive construction mitigation plans, which include funding to offset costs for impacted businesses, improved planning and communication strategies, and more clarification on how each level of government will be involved."

Via Letter – August
22

I am writing this letter as a concerned citizen and business owner. I agree that the underground infrastructure downtown should be replaced, but why change the rest? Why can't we just take it apart and put it back together like it is now (minus the brick). We don't need wider sidewalks, as I've only seen them crowded during parades or the Halloween Spooktacular night. Why more trees? It will mean the roots through time will upheave the sidewalk and will also wrap around the water pipes. The leaves will hide the business signs or the view from apartments, and more groundskeeping crews will be needed for raking up the leaves in the Fall. If you widen the sidewalk and make the driving lanes narrower, what will this mean for bike safety?

The cement pads on the side streets are much more expensive than adding a middle white line and painted arrows pointing to the right. The snowplowing will also be difficult to maneuver around the cement and the trees and time will be more expensive. Why do we need trees for shade – why not store awnings in different colours on the streets. Help buy them instead of extra trees.

Losing parking spaces means more walking for seniors and maybe more shopping at the malls and larger stores because of convenience. I hear people complain that it is too far to walk to the Hart Store – people want to be able to park closer to stores.

Why not keep our town more heritage than Ontario Place like everywhere else?

If it's more space needed on the square then why not move more into the courthouse park? Expanding the sidewalk into the courthouse park space would leave more room for the road. We don't use the park as much anymore as we used to, so why not use the space?

I have been in business for over 50 years and my job is to make it easier for my customers to reach me. If people can't shop here how will businesses make money to pay their taxes and bills? If a small business closes then there is no paycheck for the owner because they won't have sick day pay or unemployment pay.

I can certainly walk to shop but if it takes me longer to run errands, I'm likely going to shop elsewhere – like banks, malls, and drugstores with parking lots.

Goderich people don't use the beach in the summer because there is no parking available. Shopping on the square will soon be the same.

I've spoken with many people and have found that: 1) many do not use Facebook and did not see the new plan, 2) everyone is afraid to drive with the new parking and one lane driving.

I have always been proud to say that Goderich is my home, but now maybe not so much.

Thanks for listening,

I attended the OPEN HOUSE at the town hall. Had the feeling when I left there that no sense complaining that all has been decided so no use complaining. Since then I have talked to many people. Some know nothing because they are older and are not on Face Book, don't get the Sun magazine and have no idea what is happening. Making info should have been sent out with taxes. Younger people I talked to don't really care about fixing the square with all the extra trees, plants etc. I am really against all the trees. Who will look after the leaves that fall, leaves get slippery when wet. We definitely don't need to hire more employees. Enough of them driving around in all the trucks going nowhere and doing nothing. Cannot see the signs on stores and they don't allow the people in the apartments to look down. The sidewalks do NOT need to be that wide.
- Only for maybe 3 businesses. Heard one restaurant doesn't want a bigger patio - cannot get staff. The patios are not busy now as during covid. over
of plants !!

The money we want to spend to make it more beautiful for the Tourists who are here three months of the year is so unnecessary.

Sat & Sun are only the busy times but by 2 in the afternoon, no one is there. Not many stores are open. Everyone is at the beach eating what they brought with them.

The money that would be saved should be used to fix our streets. I'm surprised you aren't being sued by cars being damaged or a bicycle hitting a hole, injuring the rider.

Money is not being spent wisely.

- A Christmas tree beside the town hall when there is a real one there. So expensive

A sidewalk on Suncoast not necessary. 2 Sun shelters at the daycare that cost thousands of dollars that might keep one child protected. A gazebo with a hard top would have done the job

Time to think of the taxpayers when all this spending is happening. Everyone is cutting back & it's time the town did too.

A concerned taxpayer ?