# Goderich Square Streetscape

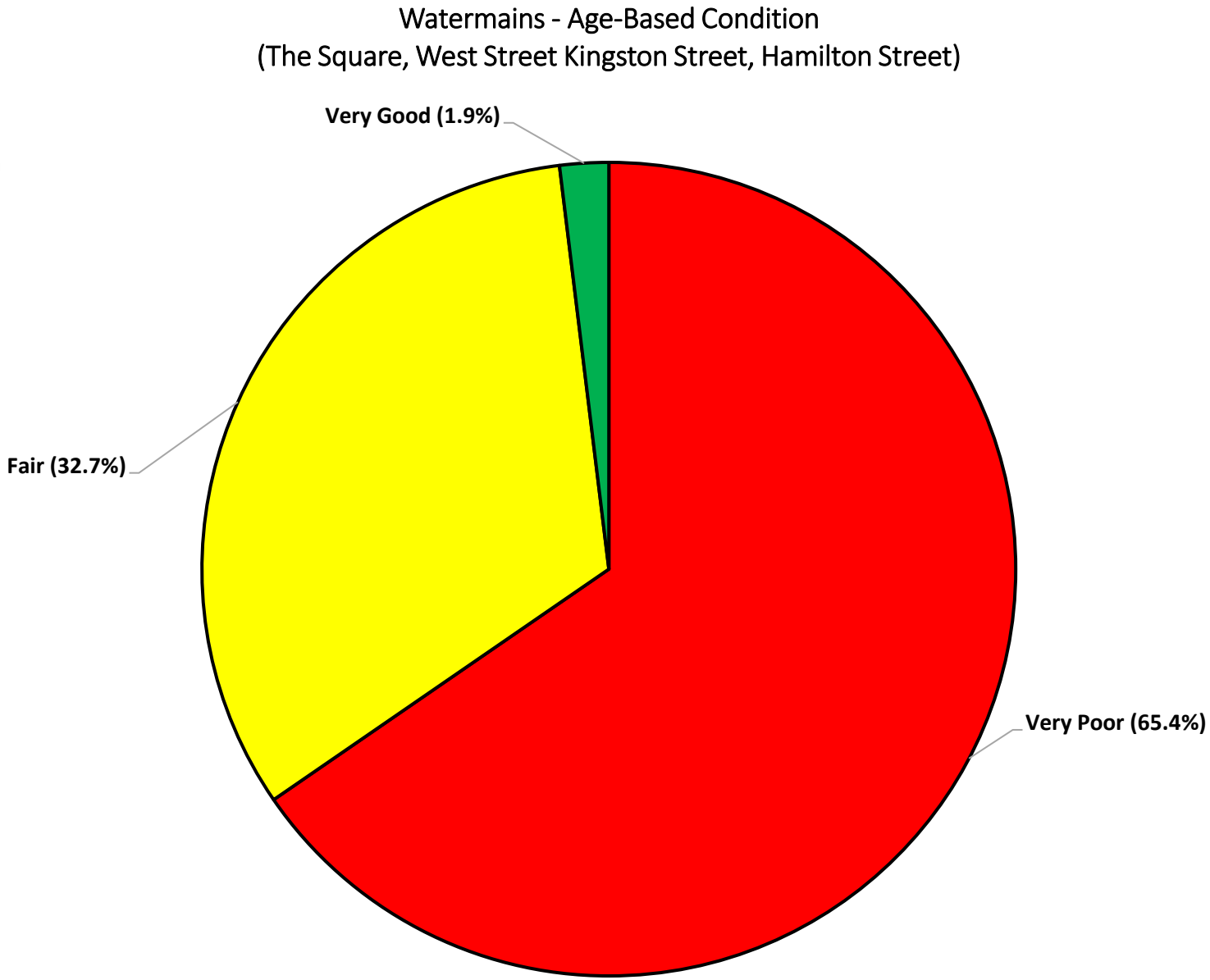
## Concept Plan - Another 100 Years

**Town of Goderich Design Charrette**
December 2023

GSP group

# Why Replace Infrastructure?

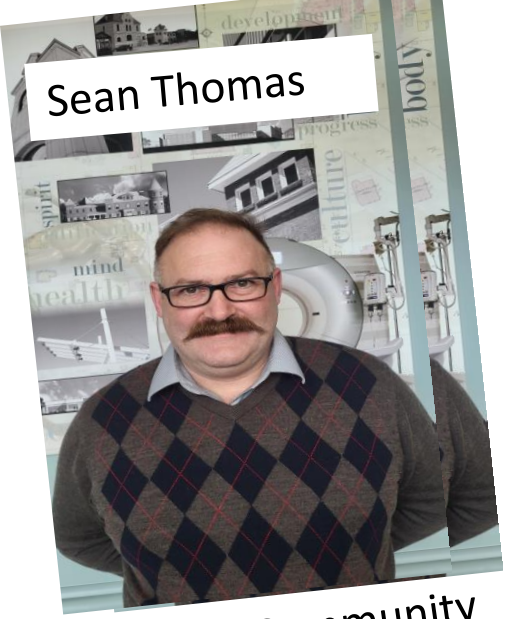
Watermain Condition



# Goderich – the Square Watermain

| Category | Segment | Department | Function | Name | Description | In-Service Date | Historical Cost | Location | Projected |
|---|---|---|---|---|---|---|---|---|---|
| Water Network | Watermain - Cast Iron | Watermains | Environmental Services | THE SQUARE | DIA. 200, LENGTH 76 | 6/1/1900 | 3,606.88 | NORTH TO COLBORNE | |
| Water Network | Watermain - Cast Iron | Watermains | Environmental Services | THE SQUARE | DIA. 200, LENGTH 76 | 6/1/1900 | 3,606.88 | COLBORNE TO WEST | |
| Water Network | Watermain - Cast Iron | Watermains | Environmental Services | THE SQUARE | DIA. 200, LENGTH 76 | 6/1/1900 | 3,606.88 | WEST TO MONTREAL | |
| Water Network | Watermain - Cast Iron | Watermains | Environmental Services | THE SQUARE | DIA. 200, LENGTH 76 | 6/1/1900 | 3,606.88 | MONTREAL TO SOUTH | |
| Water Network | Watermain - Cast Iron | Watermains | Environmental Services | THE SQUARE | DIA. 200, LENGTH 76 | 6/1/1900 | 3,606.88 | SOUTH TO KINGSTON | |
| Water Network | Watermain - Cast Iron | Watermains | Environmental Services | THE SQUARE | DIA. 200, LENGTH 76 | 6/1/1900 | 3,606.88 | KINGSTON TO EAST | |
| Water Network | Watermain - Cast Iron | Watermains | Environmental Services | THE SQUARE | DIA. 200, LENGTH 76 | 6/1/1900 | 3,606.88 | EAST TO HAMILTON | |
| Water Network | Watermain - Cast Iron | Watermains | Environmental Services | THE SQUARE | DIA. 200, LENGTH 76 | 6/1/1900 | 3,606.88 | HAMILTON TO NORTH | |
| Water Network | Watermain - Cast Iron | Watermains | Environmental Services | WEST STREET | DIA. 250, LENGTH 417 | 6/1/1900 | 21,652.47 | THE SQUARE TO WATERLOO | |
| Water Network | Watermain - Cast Iron | Watermains | Environmental Services | WEST STREET | DIA. 250, LENGTH 335 | 6/1/1900 | 17,397.91 | WELLINGTON TO SOUTH HARBOUR | |
| Water Network | Watermain - Cast Iron | Watermains | Environmental Services | HAMILTON STREET | DIA. 100, LENGTH 237 | 9/1/1900 | 9000.46 | VICTORIA TO NEWGATE | |
| Water Network | Watermain - Cast Iron | Watermains | Environmental Services | HAMILTON STREET | DIA. 100, LENGTH 46 | 6/1/1900 | 1747.61 | NEWGATE TO THE SQUARE | |
| Water Network | Watermain - Cast Iron | Watermains | Environmental Services | KINGSTON STREET | DIA. 100, LENGTH 61 | 6/1/1900 | 2,317.12 | THE SQUARE TO ST DAVID | |
| Water Network | Watermain - Cast Iron | Watermains | Environmental Services | KINGSTON STREET | DIA. 100, LENGTH 219 | 6/1/1900 | 8,084.78 | ST DAVID TO VICTORIA | |
| | | | | | | | | | |
| | | | | | | | | | |
| Water Network | Watermain - Ductile Iron | Watermains | Environmental Services | WEST STREET | DIA. 250, LENGTH 960 | 6/1/1971 | 156,605.77 | WATERLOO TO ELEVATORS | |
| | | | | | | | | | |
| Water Network | Watermain - PVC | Watermains | Environmental Services | THE SQUARE | DIA. 150, LENGTH 57 | 12/31/2012 | 180,548.63 | COURTHOUSE PARK WATERMAIN | |

# Rebuilding Downtown Infrastructure Task Force




Director of Community Services, Infrastructure and Operations

Mayor Trevor Bazinet

Randy Carroll

Councillor


Councillor

Christopher Spaleta

Citizen Appointment

Vicky Culbert
BIA Appointment

Janice Hallahan
CAO


Chamber of Commerce


Director of Legislative Services/Clerk

# BM Ross Engineering Team

**Dale Erb**
P Eng
Principal and Senior Engineer

Role: Project Manager

**Dennis Elliott**

Senior Project Manager

Role: Design Manager

**Ryan Reihl**
C.E.T.
Senior Engineering Technologist

Role: Designer

**Matt Pearson**
RPP
Senior Planner

Role: Facilitator

GSP group

# GSP Streetscape Team

**Mark Zuzinjak**
OALA, CSLA
VP, Landscape Architecture

Role: Project Manager

**Raj Mohabeer**
OALA, CSLA, MCIP, RPP, LEED®AP
Urban Design Leader

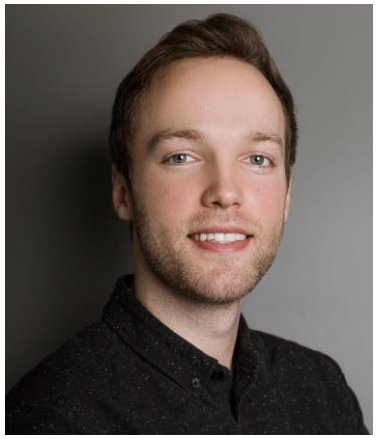
Role: Charette Lead

**Jennifer Hachler**
OALA, CSLA
Landscape Architecture Manager

Role: Streetscape Lead

**Brendan te Brinke**
OALA, CSLA
Sr. Landscape Architect

Role: Streetscape Designer



**Owen Wheeler**

Landscape Designer

Role: Streetscape Designer

# Recap

GSP group

# During the week we:

- Discussed streetscape considerations
- Learned together
- Shared common values
- Developed an understanding of each others' issues and perspectives

| Time | Day 1 - Education and Vision<br>Tuesday, November 28, 2023 | Day 2 - Typical Street Section<br>Wednesday, November 29, 2023 | Day 3 - The Concept Plan<br>Thursday, November 30, 2023 | Day 4 - Production<br>Friday, December 1, 2023 |
|---|---|---|---|---|
| 9:00-10:00 | | CONSULTATION<br>Downtown Core Property Owners | CONSULTATION<br>Downtown Core Property Owners | DRAFT Concept Plan / Public consultation |
| 10:00-11:00 | | CONSULTATION<br>Downtown Core Business – Restaurants | CONSULTATION<br>Downtown Core Business – Restaurants | DRAFT Concept Plan / Public consultation |
| 11:00-12:00 | Tour with staff invited parties<br>Walking audit and photographs | CONSULTATION<br>Downtown Core Business – Offices | CONSULTATION<br>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<br>Values and issues exercise | CONSULTATION<br>Downtown Core Business - Retailers | CONSULTATION<br>Downtown Core Business - Retailers | Councillor 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<br>“Streetscape 101” | PIN UP SESSION / Public consultation | PIN UP SESSION / Public consultation | Closing presentation<br>Streetscape Concept Plan |
| 7:00-8:00 | Public consultation | Public consultation | Public consultation | |


EXIT
BRANCH
109
LEGION

# Infrastructure for the next generations

**Design Speed** the speed at which a road is designed to be safely and comfortably traveled under optimal conditions. It informs various geometric features of the roadway, such as the alignment (horizontal and vertical curves), lane width, sight distance, clear zones, and superelevation (banking of curves).

**Operating Speed** the speed at which drivers feel comfortable and safe driving on that road versus the enforced posted speed limit.

**Posted Speed** the maximum legal speed limit that is officially established and displayed on traffic signs along a roadway.

**Desired Speed** the motor vehicle operating speed where non-motorized users feel comfortable using the right-of-way. This is informed by adjacent land uses, vulnerability of users, and community vision and values.


# Speed


LEGENDS NEVER DIE
TRAP

# Values

- safety – all modes – pedestrian/cyclist/vehicular
- designing for pedestrians first
- parking
- shade
- gathering space/welcoming
- affordability
- accessibility/inclusive – curbless design
- green space
- aesthetics – longevity
- tourism – attract people

# Issues

- safety – all modes – pedestrian/cycle/vehicular
- pedestrian crossings
- shade
- budgets/costs
- access to buildings
- wayfinding/signage
- vehicular speed
- mobility/accessibility – concrete pavers
- quality of design
- snow removal – salt use

# More Issues

- Construction timelines
- Access to businesses during construction
- Accessible entrances – the step ups
- Communication during design AND construction
- No smart cities
- Patio space
- Signage – street names
- Public washroom provision
- Bicycle racks
- Aging population dislike back-in angle parking

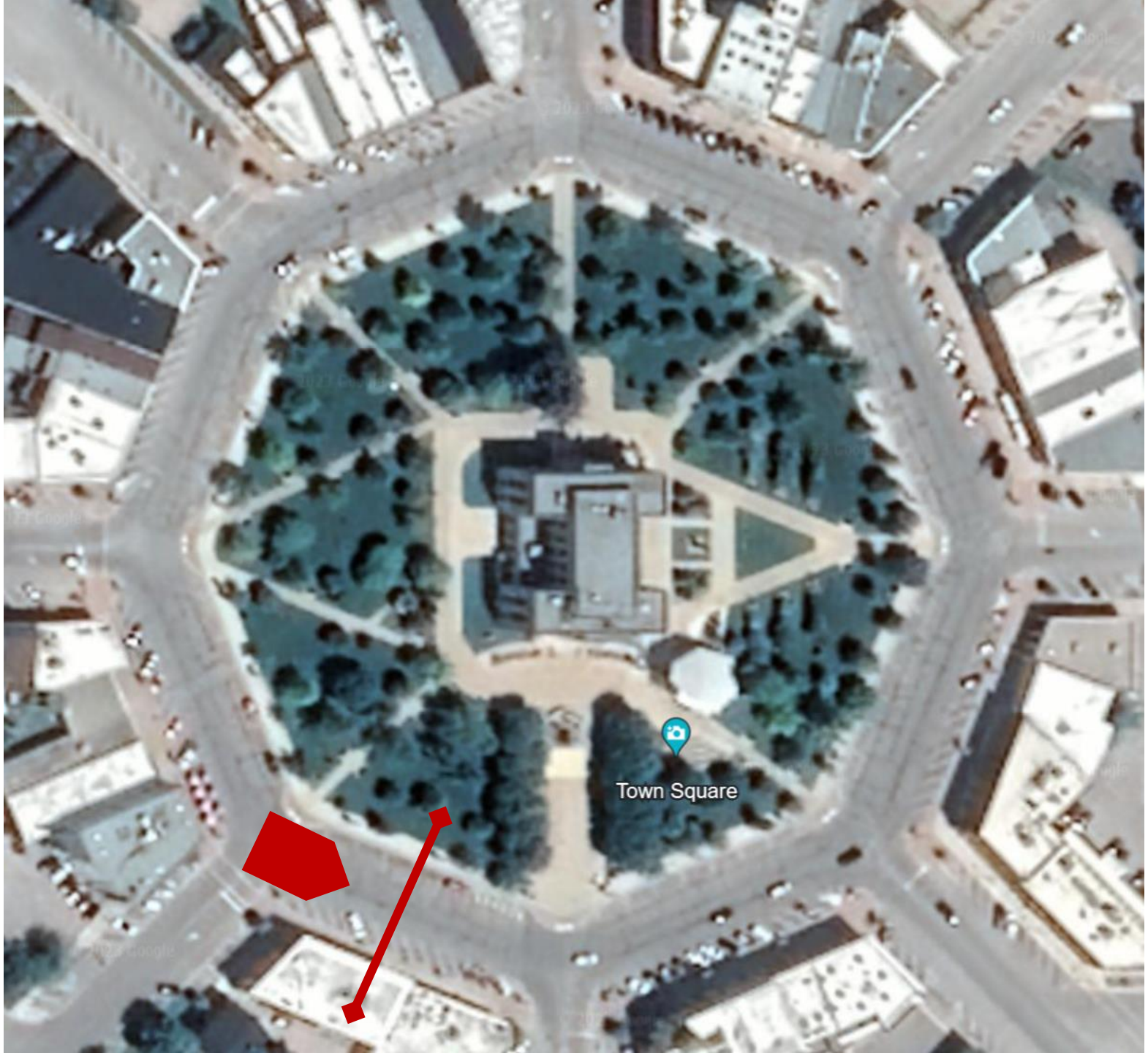
# More Issues

- Snow storage and maintenance
- Not frozen in time
- Design for all ages and abilities
- Environmental stewardship
  - Pollinators
  - Native spacers
  - Layering plantings
- Sight lines
- Placemaking
- Budget and scope creep
  - Effective project management
- People – centric
- Employee parking

# More Issues

- Ringers
- Bums in seats
- Road closures
  - Bollards
  - Gates
  - Barricades
- Sun exposure
- Original design heritage
- Crossings
- Public art
- Designing for future generations
- Basements and connections

# The Plan


Town Square

# Existing Condition


# Existing Condition


Perspective

# Lanes

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# Highway Traffic Act, R.S.O. 1990, c. H.8

VEHICLE DIMENSIONS

**Width of vehicle**

**109** (1) Subject to sections 110 and 110.1, no vehicle including load or contents shall have a greater width than 2.6 metres while on a highway except,

(a) traction engines, which may have a total width not exceeding 2.8 metres; or

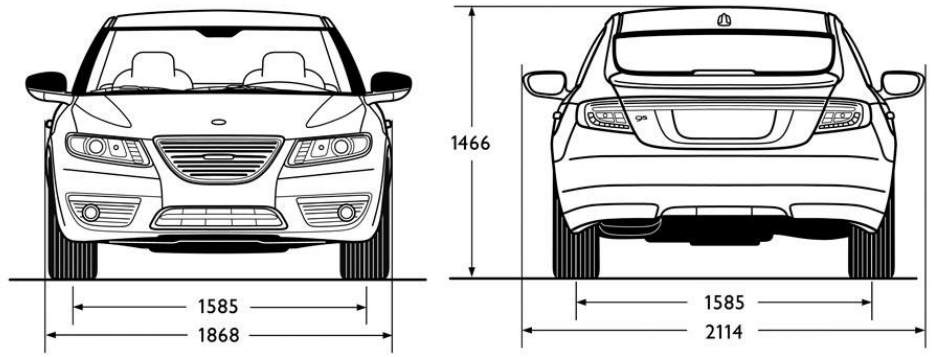
(b) road service vehicles and, for the purpose of this Part, road service vehicle includes such a vehicle while travelling to and from a maintenance site or repair centre. R.S.O. 1990, c. H.8, s. 109 (1); 1994, c. 27, s. 138 (9); 2002, c. 18, Sched. P, s. 25 (1).

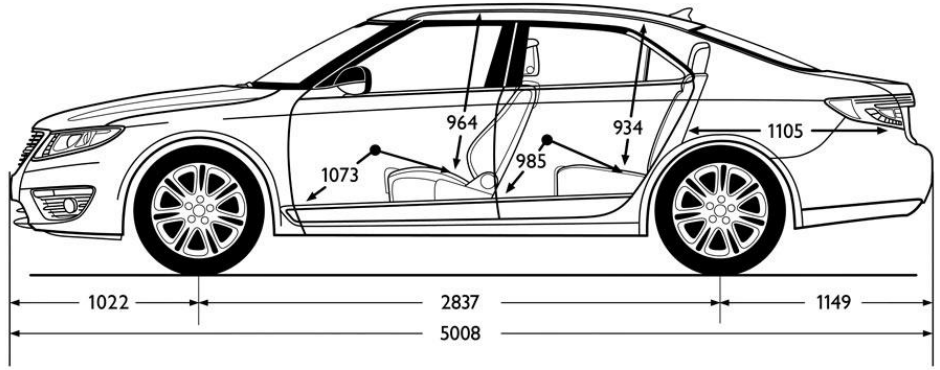
Width of load

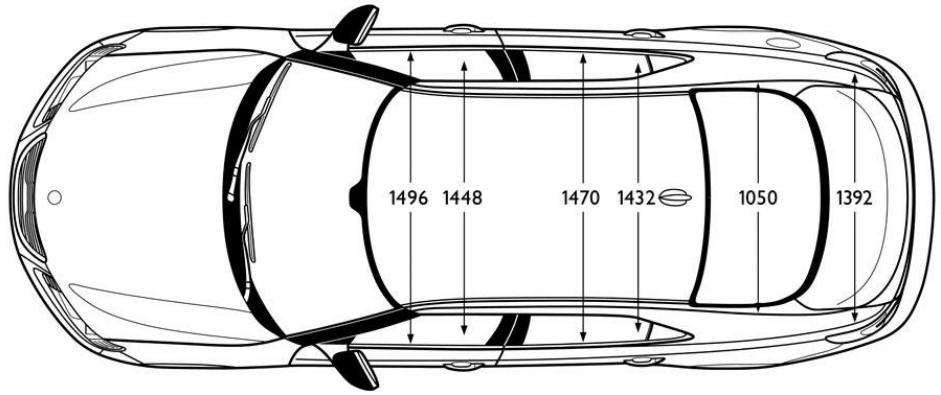
(2) Subject to sections 110 and 110.1, no load on a vehicle shall have a greater width than 2.6 metres while on a highway except,

(a) loads of raw forest products which shall not exceed a total width of 2.7 metres at point of origin and which shall not exceed a total width of 2.8 metres at any time during transit; or

(b) loads of loose fodder. R.S.O. 1990, c. H.8, s. 109 (2); 2002, c. 18, Sched. P, s. 25 (2).



# A NATIONAL INVESTIGATION ON THE IMPACTS OF LANE WIDTH ON TRAFFIC SAFETY:

## Narrowing Travel Lanes as an Opportunity to Promo Biking and Pedestrian Facilities Within Roadway Infras

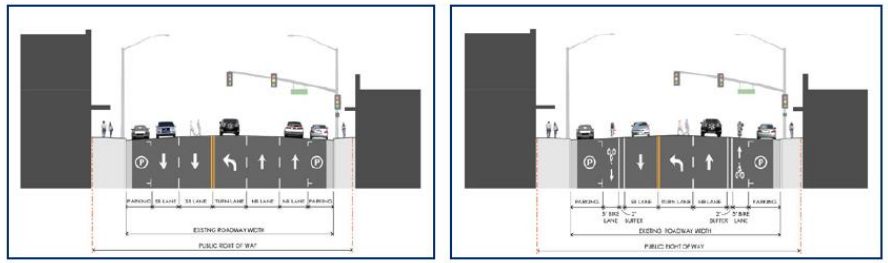
November 2023

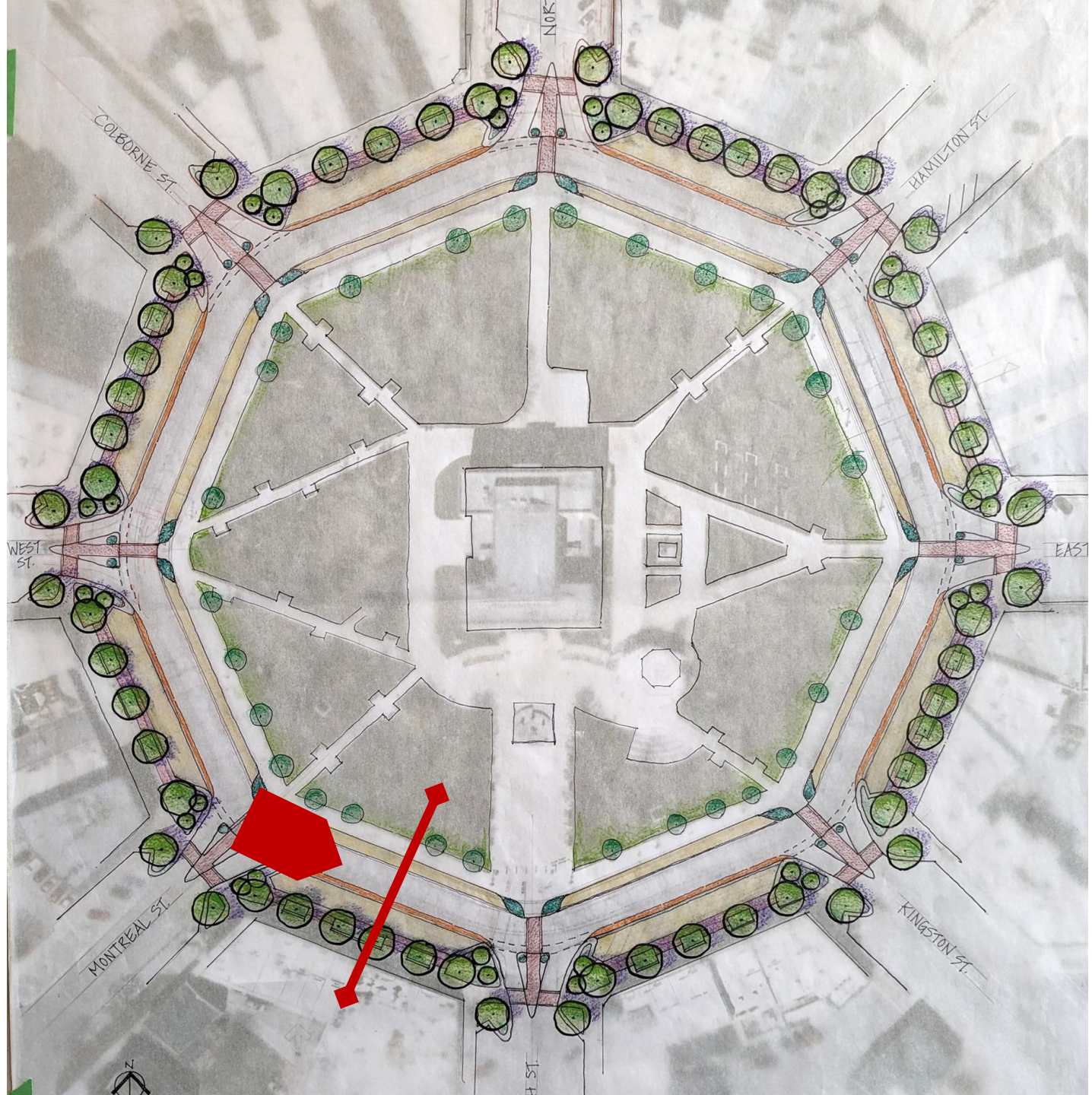
JOHNS HOPKINS BLOOMBERG SCHOOL of PUBLIC HEALTH | Bloomberg American Health Initiative

Figure 15:
Downtown C Street with Traffic Diversion: Existing Design (left) vs. Proposed Design (right)

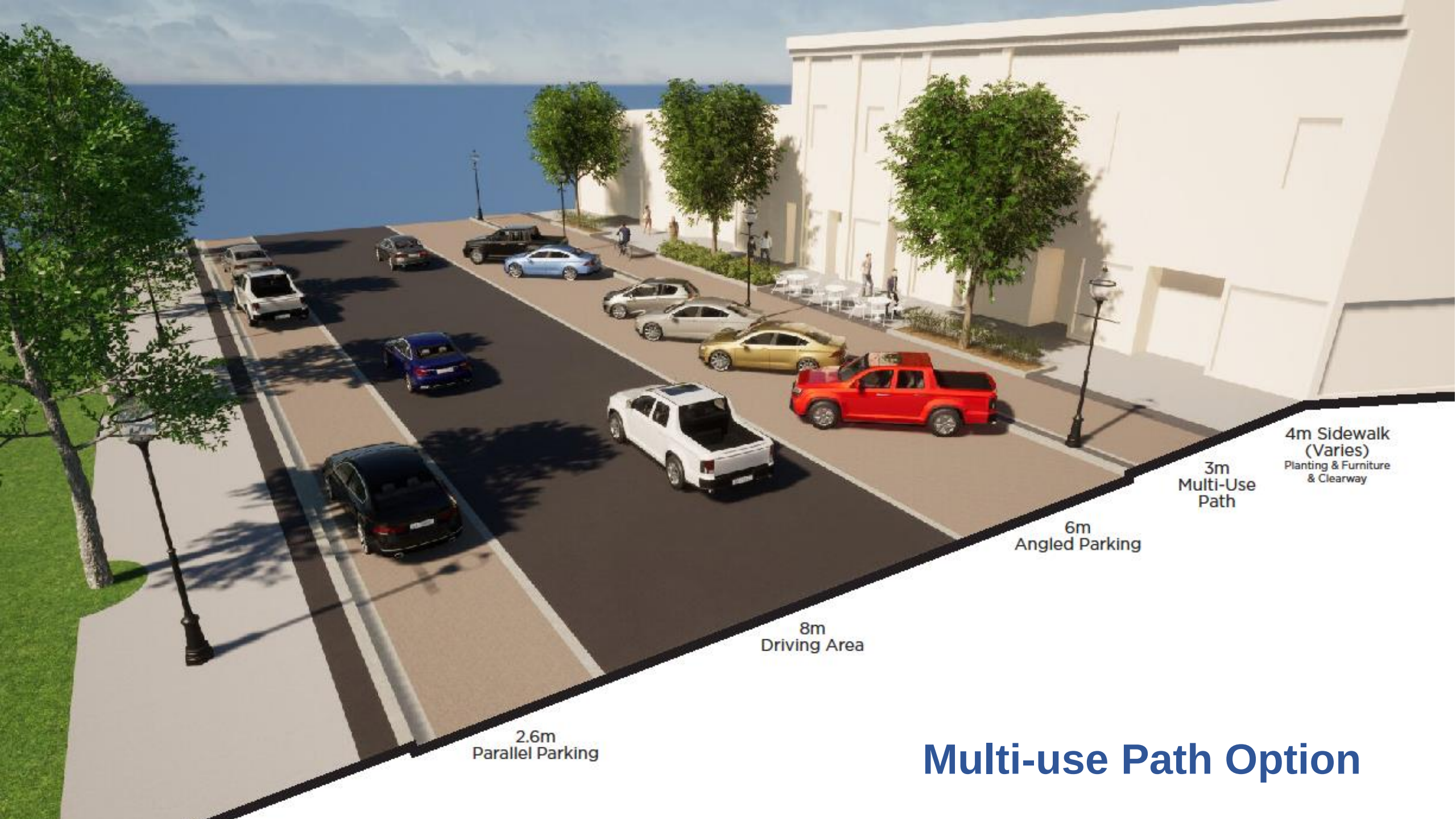
Figure 16:
Bike Lanes at Yosemite Ave Between Lyons St & Mace St: Existing Design (left) vs. Proposed Design (right)

Figure 17:
Cross Section of Downtown C Street: Existing Design (left) vs. Proposed Design (right)




COLBORNE ST.
HAMILTON ST.
WEST ST.
MONTREAL ST.
KINGSTON ST.
N


Multi-use Path Option




# Multi-use Path Option


Large Sidewalk Option


# Large Sidewalk Option


BK-768-LI


KL-478-MS

# Parking


**Improved Driver Visibility:** When leaving a parking space, drivers are facing forward allowing a better view of traffic and cyclists. Drivers do not have to back into traffic blindly when leaving.

**Easier Loading/Unloading:** The vehicle's trunk is accessed from the sidewalk, making it safer and more convenient to load/unload items. Children are directed to the sidewalk.

**Accessible Parking and Curb Ramps:** Wheelchair users can load/unload from the vehicle's side or rear, away from the traffic lane.

# Intersections

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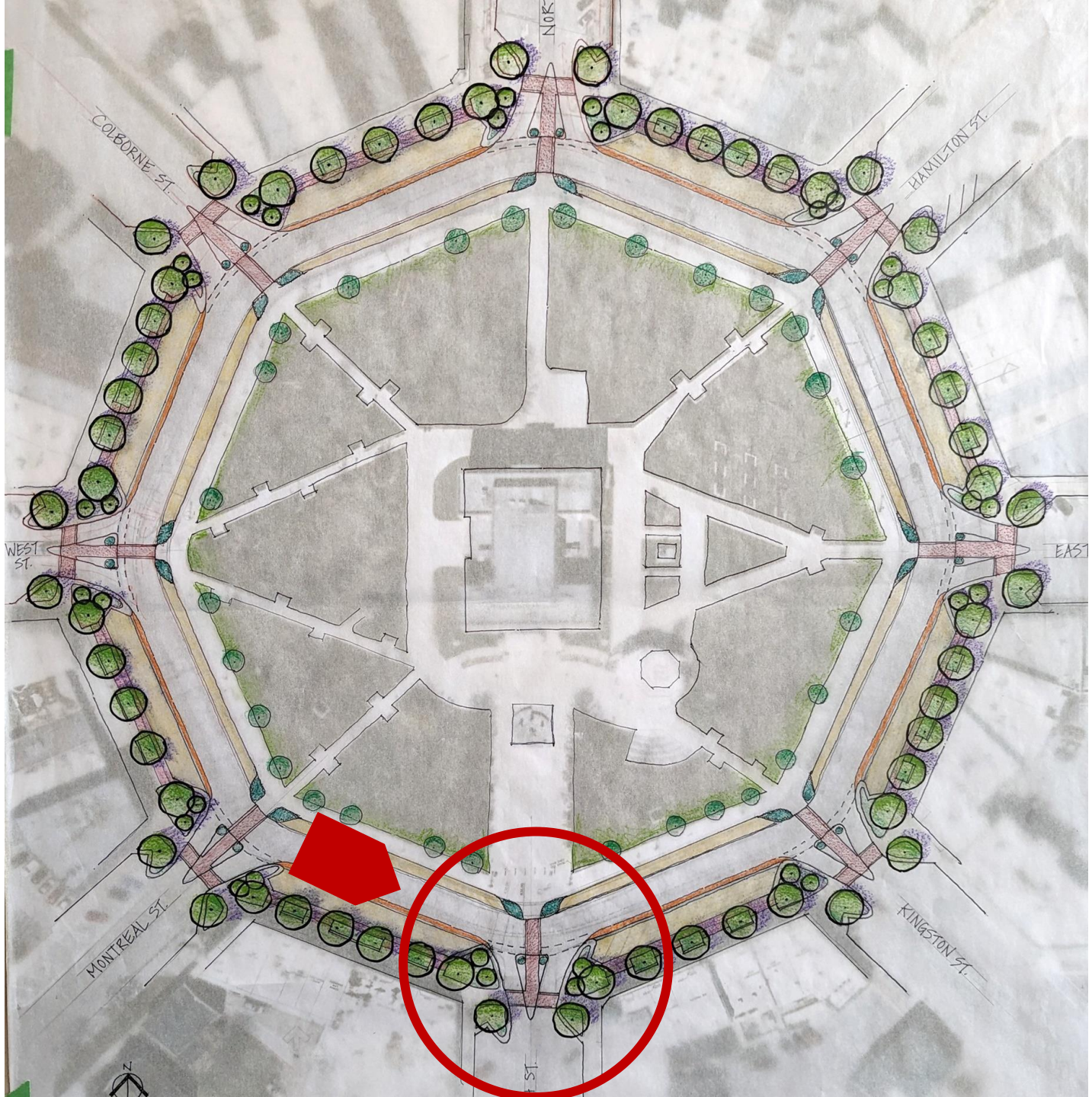
COLBORNE ST.
HAMILTON ST.
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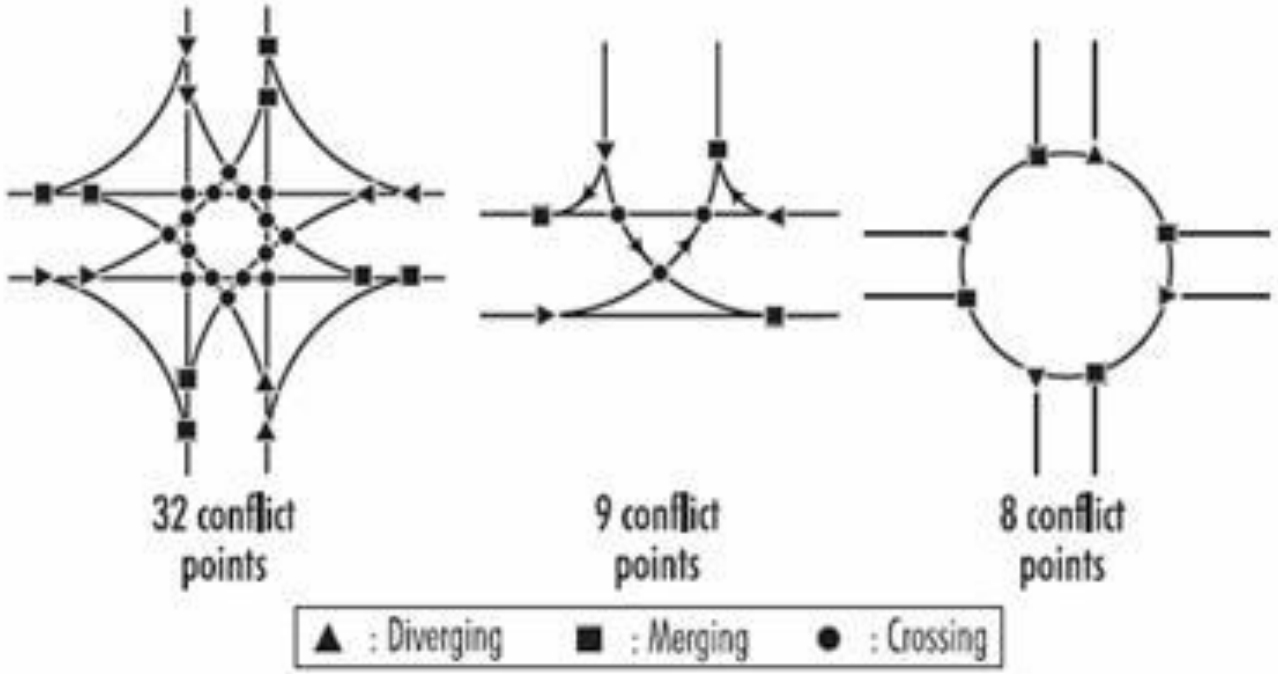
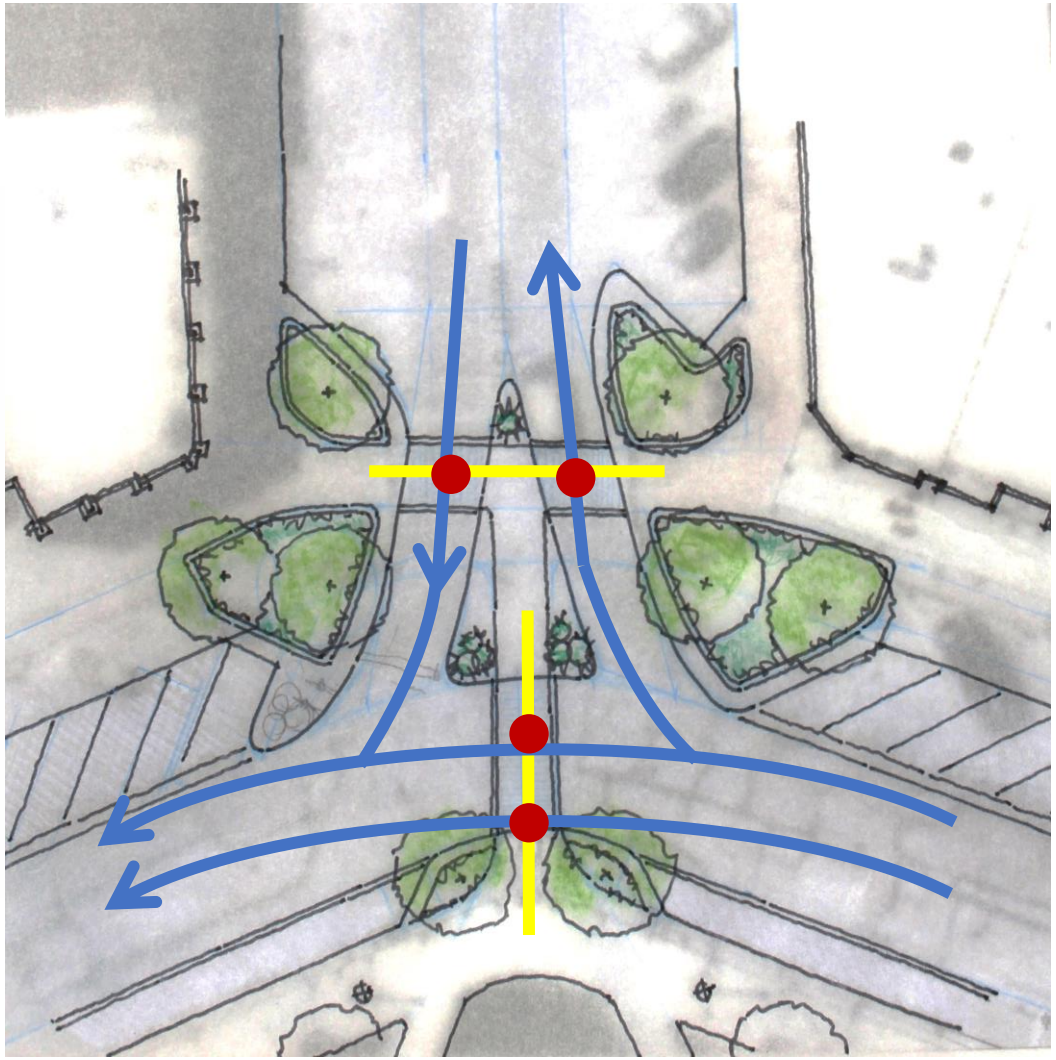


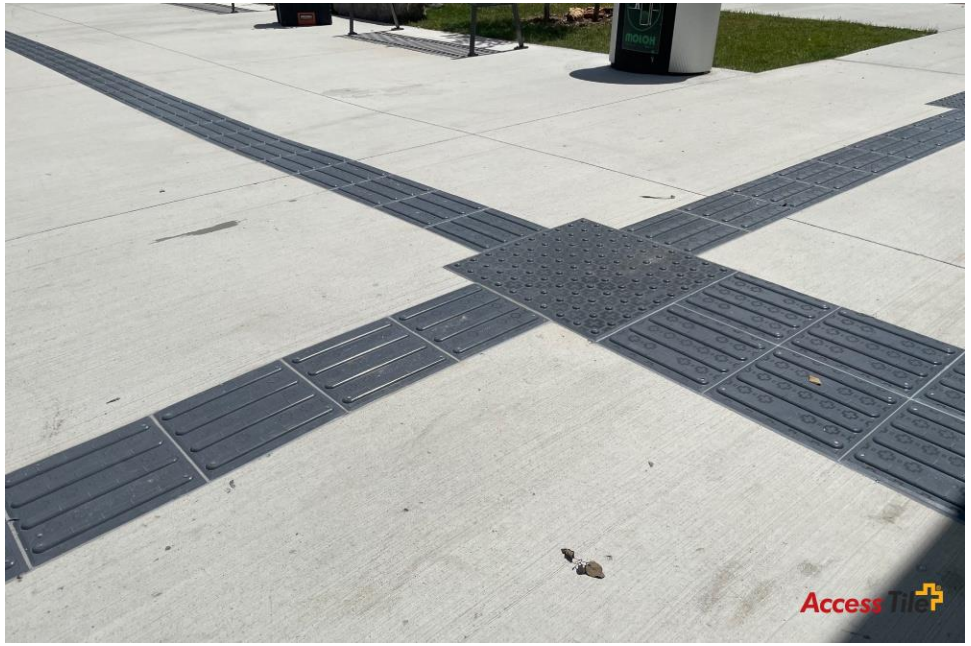
Potential Pedestrian Conflicts

# O. Reg. 191/11: INTEGRATED ACCESSIBILITY STANDARDS
under *Accessibility for Ontarians with Disabilities Act, 2005, S.O. 2005, c. 11*

**Exterior paths of travel, curb ramps**

**80.26** (1) Where a curb ramp is provided on an exterior path of travel, the curb ramp must align with the direction of travel and meet the following requirements:

1. The curb ramp must have a minimum clear width of 1,200 mm, exclusive of any flared sides.
2. The running slope of the curb ramp must,
i. be a maximum of 1:8, where elevation is less than 75 mm, and
ii. be a maximum of 1:10, where elevation is 75 mm or greater and 200 mm or less.
3. The maximum cross slope of the curb ramp must be no more than 1:50.
4. The maximum slope on the flared side of the curb ramp must be no more than 1:10.
5. Where the curb ramp is provided at a pedestrian crossing, it must have tactile walking surface indicators that,
i. have raised tactile profiles,
ii. have a high tonal contrast with the adjacent surface,
iii. are located at the bottom of the curb ramp,
iv. are set back between 150 mm and 200 mm from the curb edge,
v. extend the full width of the curb ramp, and
vi. are a minimum of 610 mm in depth. O. Reg. 413/12, s. 6.



# The Details of Placemaking

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# Build on the Framework

- Public art
- Lighting
- Wayfinding
- Surfaces
- Site furnishings
- Planting details

# Beyond this Project Scope

GSP group

# Things to consider:

- Construction budget
- Capital cost considerations vs. long term O and M costs
- Start your “open for business” marketing campaign now
- Construction management and access plan
- Programming and Operations
- Parking management plan
- You’re all in this together - stay positive!

# What's next:

- Deliver this design concept report
- Early 2024 detail design begins
- Further public consultation
- Development of Construction Staging Plan
- Tender late 2024
- 2025 to early 2027 Construction
- Stay tuned
- 2027 Celebration!