



**Project Name:** Downtown Brantford Streetscaping      **MTE File No.:** C46995-100

**Purpose:** Workshop #1      **Date:** August 18, 2020

**Time:** 9:00–\_am

**Meeting Location:** Charlie Ward Room, Brantford City Hall

The City of Brantford has initiated an Environmental Assessment (EA) that includes streetscaping and underground infrastructure improvements in Downtown Brantford. The goal of the streetscaping improvements is to create a Downtown that is attractive, vibrant, and safe for users and provides the infrastructure needed to accommodate expected growth. The main objectives of the project are to:

- Improve walkability and accessibility;
- Enhance infrastructure for all transportation modes;
- Increase pedestrian capacity; and
- Improve underground infrastructure to support development.

The streetscaping study area is pictured below:



**The Process**

The EA is being undertaken in accordance with the planning and design process for Schedule “C” projects as outlined in the Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*. This study will define the problem, identify and evaluate alternative solutions to the problem, evaluate alternative design concepts for the solution, and recommend a preferred design concept after assessing potential environmental impacts and identifying mitigation measures associated with the preferred design.

*Engineers, Scientists, Surveyors.*



## Workshop Agenda

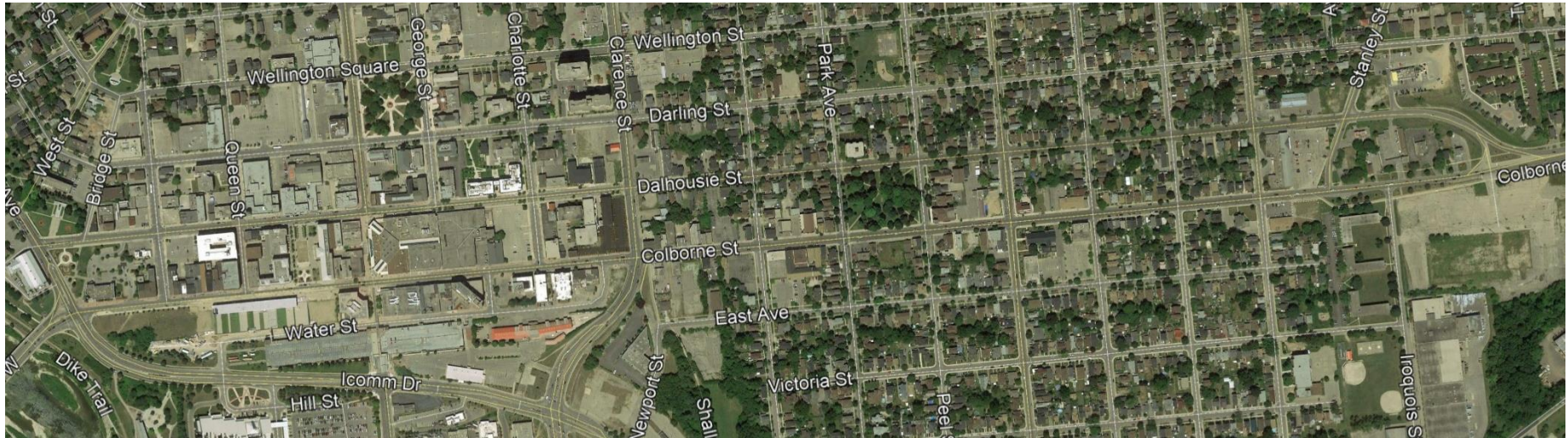
Item	Start	Finish	Description
1	9:00am	10:00am	Introduction to the Project and Project Team <ul style="list-style-type: none"> <li>• Presentation – Existing Streetscape and Streetscaping Elements (GSP and MTE)</li> <li>• Discussion – What is Streetscaping and What Does the Project Entail</li> <li>• Questions</li> </ul>
2	10:00am	11:15am	Breakout Groups <ul style="list-style-type: none"> <li>• Discuss and Assemble Cross Section Possibilities</li> <li>• Break</li> <li>• Scenarios Exercise</li> </ul>
3	11:15am	11:45am	Debrief and Follow up Discussion  Questions
4	11:45am	12:00pm	Individual Worksheets

### **Breakout Group Activity**

Participants will work in small groups to discuss and develop potential cross sections for the roadway. The intent is to evaluate preferences for 2-way traffic, street furniture, active transportation etc. Participants will also be asked to assume a role (ex. business owner, pedestrian, cyclist, someone with accessibility constraints, commuter, resident), identify the important elements to each user group, and work together to develop cross sections that address all users.

# Downtown Brantford Streetscape (Class EA)

August 2020



# Project Mission

The goal of this EA is to improve walkability and accessibility, enhance infrastructure for all transportation modes, increase pedestrian capacity, and improve underground infrastructure to allow for development.

**Streetscape** improvements will create a Downtown that is attractive, vibrant and safe for all users while providing the infrastructure needed to handle the expected growth in the core.

City of Brantford  
Request for Proposal Call No. RFP 2019-72





# Project Objectives

Through the utilization of an extensive stakeholder (public and agency) consultation process, incorporate the input of the community in the study and evaluation of ideas and approaches towards the development of a vision for Downtown Brantford's **Streetscape** which:

- Creates complete streets that will capitalize the walkability and pedestrian capacity of downtown;
- Create a “people” place with integrated cycling facilities and enhanced transportation options;
- Animates the streets in order to create a place making destination capturing the heart of the residents of Brantford and visitors.
- Accommodates the necessary infrastructure to support the City’s environmental initiatives, and long-term growth in population and employment within the Downtown.



# EA Process

(We are here)



## Phase 1

Data Collection –  
Identify Problem /  
Opportunity

## Phase 2

Develop  
Alternative  
Solutions – create  
functional designs  
based on  
stakeholder input

## Phase 3

Alternative  
Designs –  
Refine solutions  
based on  
stakeholder  
feedback

## Phase 4

Environmental  
Study Report –  
compile results  
of all  
background  
studies – submit  
report MECP

## Phase 5

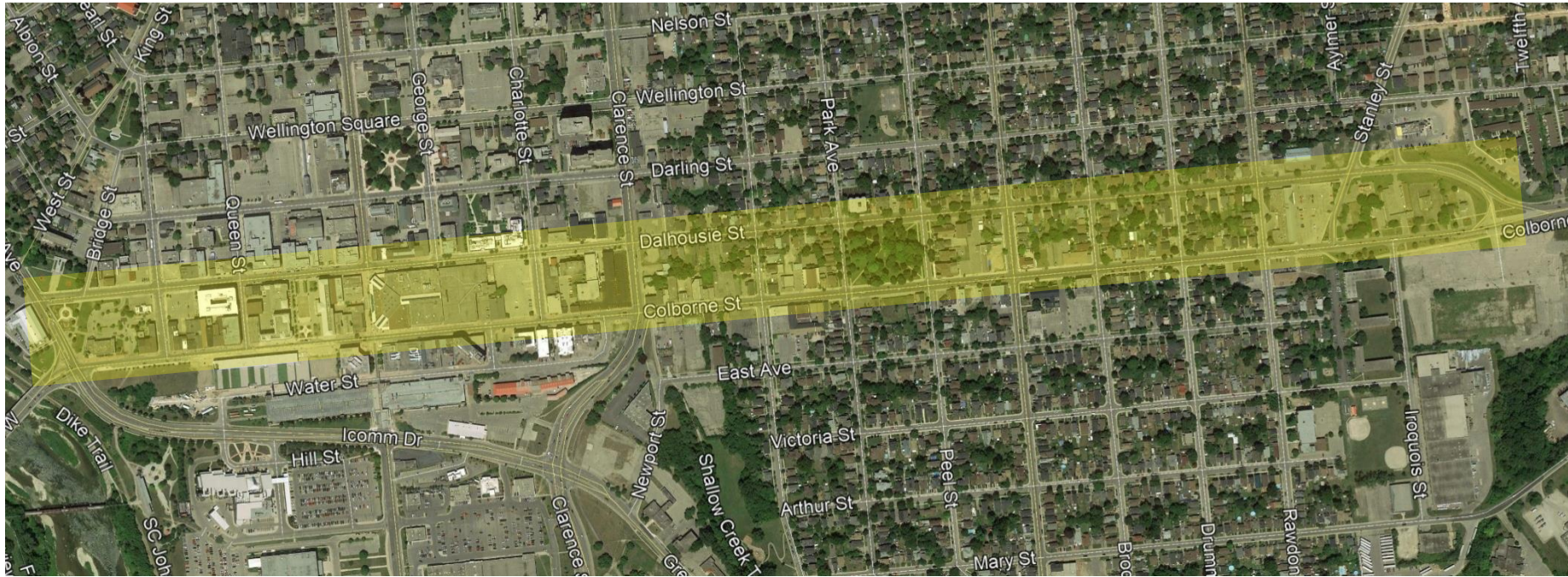
Implementation –  
Complete Preliminary  
Design  
Underground  
infrastructure – Prepare  
for Detailed Design

## Why are we doing an EA?

- As part of the evaluation we are looking at potentially changing the use and capacity of the roadway
- It is a good planning process, addresses issues and opens the project team up to public engagement

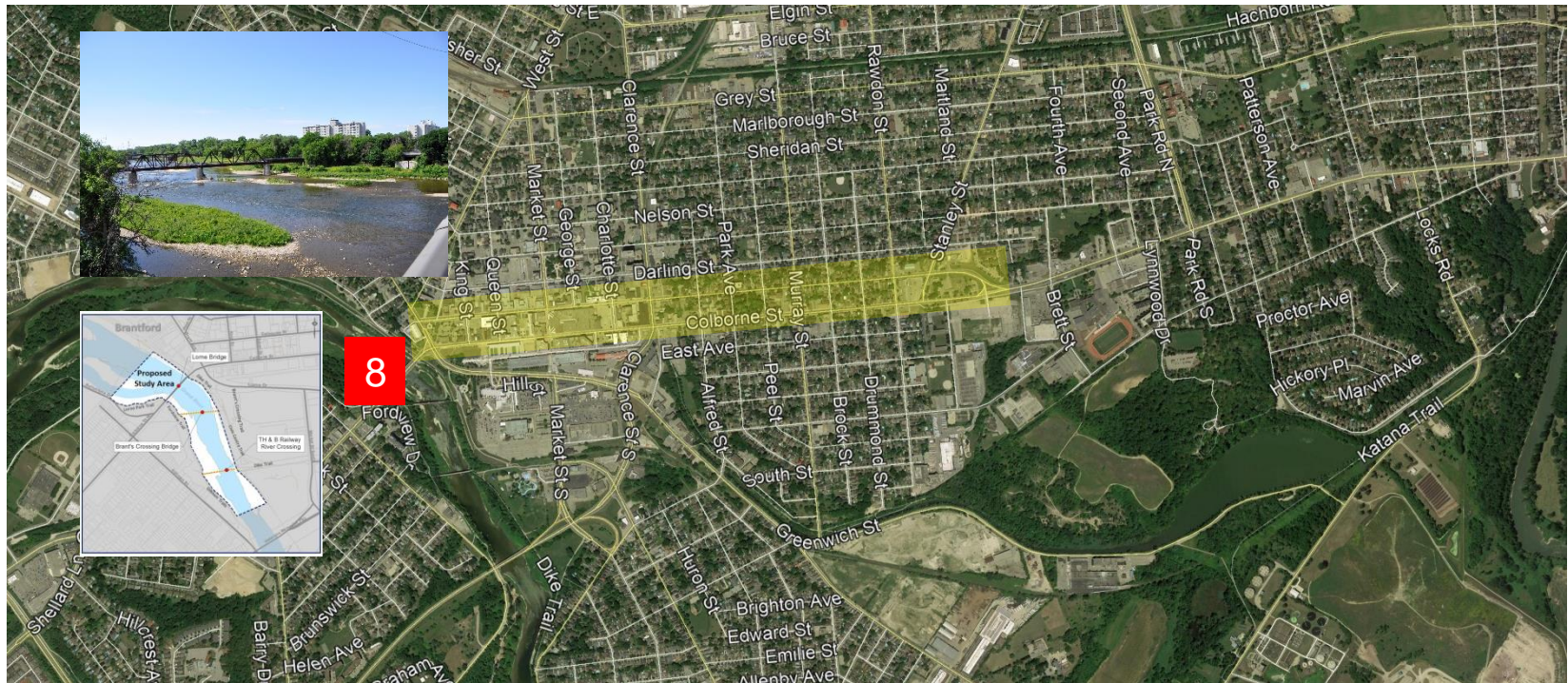


# Project Limits





# Studies



## Past studies:

1. Transportation Master Plan (2014)
2. Downtown Streetscape Design Plan (2011)
3. Downtown Master Plan (2008)
4. Waterfront Master Plan
5. Conversion of Colborne Street and Dalhousie Street to Two-Way Traffic Operations EA (2010)
6. Feasibility Study for Proposed Transit Terminal/Parking Structure/Commercial Facility (2009)
7. Colborne Street South Side Urban Design Guidelines

## Concurrent Studies

8. Three Grand River Crossings
9. Oak Park Road
10. Transportation Master Plan
11. Master Servicing Plan
12. Official Plan
13. Urban Design Manual



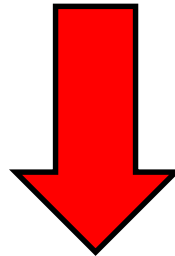
# Studies

## Past studies:

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## Concurrent Studies

8. Three Grand River Crossings
9. Oak Park Road
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12. Official Plan
13. Urban Design Manual



# Influence Vision & Direction for Downtown's Streetscape Improvements



# Streetscaping – What is it?

**Streetscape** is used to describe the natural and built fabric of the street, and defined as the design quality of the street and its visual effect.

The concept recognizes that a street is a **public place** where people are able to engage in various activities. Streetscapes and their visual experience largely influence where people interact, and it ultimately helps define a community's aesthetic quality, economic activity, health, and sustainability.

*completenessde.org*



# Creating a 'Place'

Placemaking inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, placemaking refers to a collaborative process by which we can shape our public realm in order to maximize shared value.

More than just promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.

# Streetscapes

For all users, a **streetscape** needs to be:

- Safe
- Accessible & Inclusive
- Comfortable
- Attractive
- Flexible

Each streetscape also needs to be maintainable for the long-term, and context-sensitive through its approaches.





# Streetscape Elements

- Transportation systems  
(buses, vehicles, bicycles)
- Pedestrian zones  
(sidewalks, gathering spaces)
- Built Form



- Arrangement
- Function
- Materials
- Programming (flexibility)



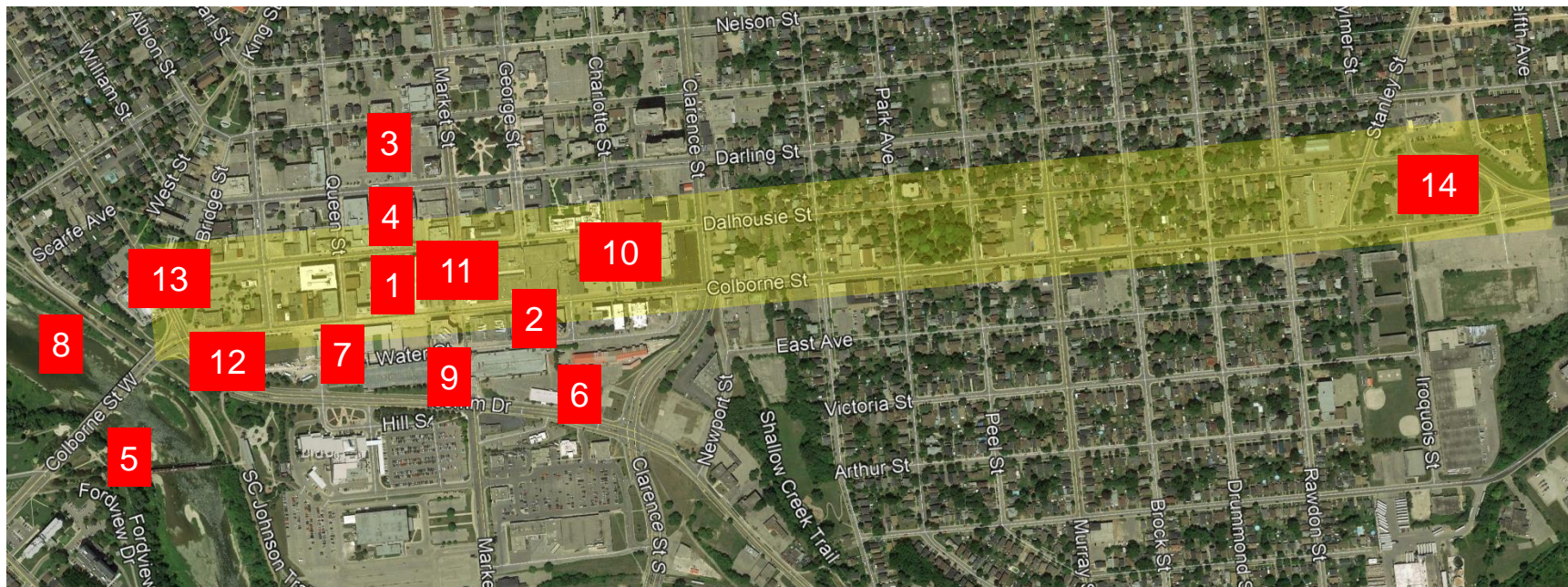
**Creation of  
sense of place**  
(theme, culture, environment)



- Street furnishings
- Lighting
- Wayfinding / Signage
- Parking
- Landscaping
- Public Art / Culture



# Key Downtown Elements to Build Upon



1. Harmony Square
2. Brantford Public Library
3. Brantford Transit Terminal
4. Sanderson Centre for the Performing Arts
5. Lorne Bridge
6. Brantford Farmer's Market
7. Laurier Brantford YMCA
8. Grand River
9. Market Centre Parkade and Parking
10. Clarence Street – gateway feature into downtown – rail line
11. Market Square – still municipal right of way, but potential outdoor public space
12. Developable land – Opportunities for development, bring people downtown
13. West limits – traffic, turning movements
14. East limits – functioning of traffic – 2-way traffic potential?



# Existing Conditions





# Existing Conditions



Downtown Brantford Streetscape  
August 2020





# Existing Conditions



Downtown Brantford Streetscape  
August 2020





# Existing Conditions

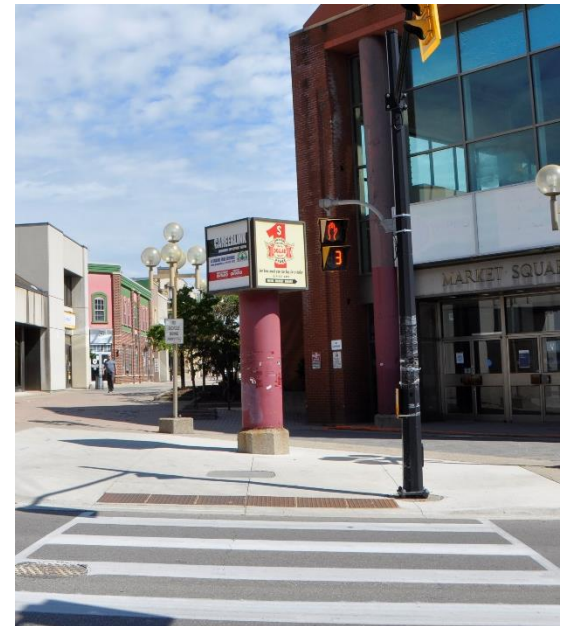


Downtown Brantford Streetscape  
August 2020





# Existing Conditions





# Existing Conditions



Downtown Brantford Streetscape  
August 2020





# Existing Conditions



Downtown Brantford Streetscape  
August 2020





# Existing Conditions



Downtown Brantford Streetscape  
August 2020







Downtown Brantford Streetscape  
August 2020







Downtown Brantford Streetscape  
August 2020





# Existing Conditions

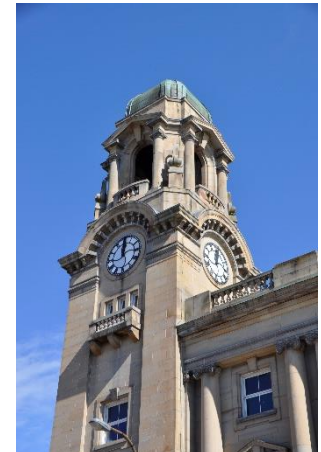


Downtown Brantford Streetscape  
August 2020





# Existing Conditions

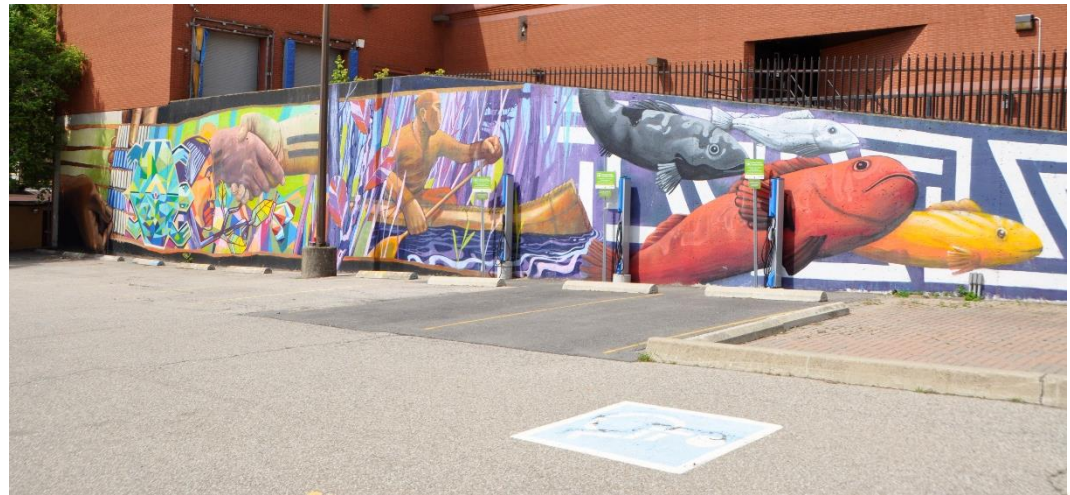


Downtown Brantford Streetscape  
August 2020





# Existing Conditions



Downtown Brantford Streetscape  
August 2020





# Existing Conditions



# Existing Conditions

- Road Right-of-Way is typically 20.00m



## Colborne Street - (West End)

Downtown Brantford Streetscape  
August 2020





# Existing Conditions

- Road Right-of-Way is typically 20.00m



Colborne Street - (East End)



# Existing Conditions

- Road Right-of-Way is typically 20.00m



## Colborne Street - (East End)

Downtown Brantford Streetscape  
August 2020



# Existing Conditions

- Road Right-of-Way is typically 20.00m



## Dalhousie Street – (East End)



# Existing Conditions

- Road Right-of-Way is typically 20.00m



## Dalhousie Street – (West End)

Downtown Brantford Streetscape  
August 2020





# Existing Conditions



Market Street – (Looking south from Dalhousie)

# Existing Conditions



Queen Street – (Looking north from Colborne)



# Existing Conditions



Peel Street – (Looking north from Dalhousie)



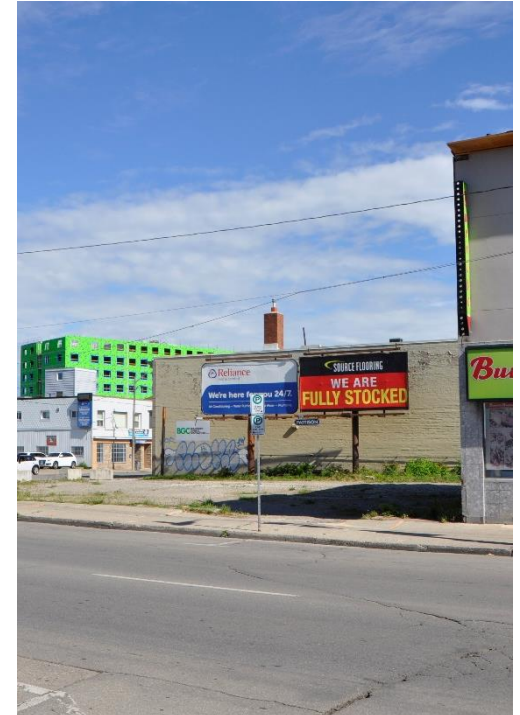
# Other Constraints



Curbside management



Railway lines (Clarence)



Servicing limitations

...from constraint, comes opportunity!



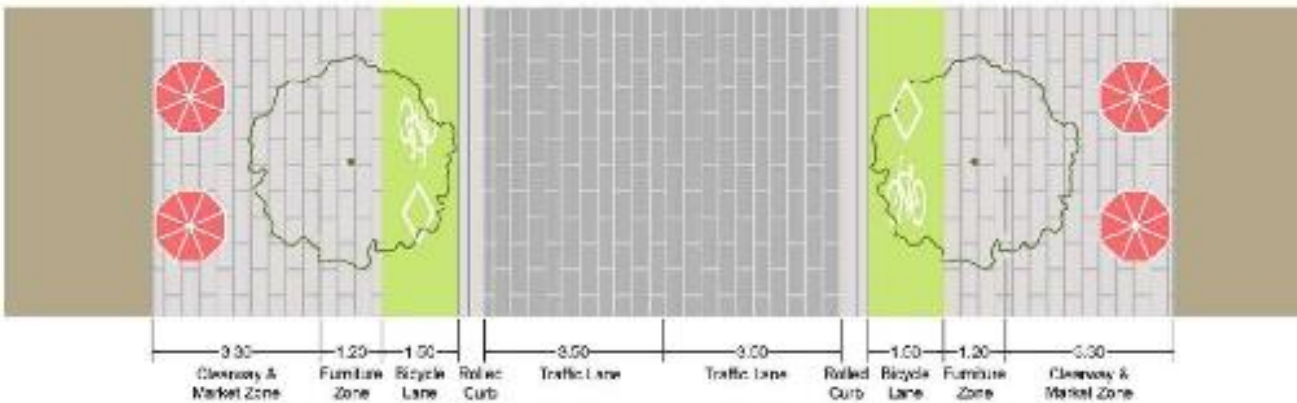


# Examples



Advantages
Segregated space, more comfortable / safe for the rider
Reduces the amount of vehicular / cyclist conflicts
Keeps cyclists off of sidewalks
Will encourage more cyclists / ridership
Keeps vehicles out of the bike lane accessible for emergency vehicles to pass

Disadvantages
Potential conflicts at intersections with pedestrians
Conflicts when going from off road to on road conditions at intersections
Winter maintenance



# Examples



Downtown Brantford Streetscape  
August 2020





# Examples

- Kitchener Downtown





Downtown Brantford Streetscape  
August 2020







Downtown Brantford Streetscape  
August 2020



# Examples

- Carden Street/Wilson Street, Guelph







Downtown Brantford Streetscape  
August 2020







Downtown Brantford Streetscape  
August 2020





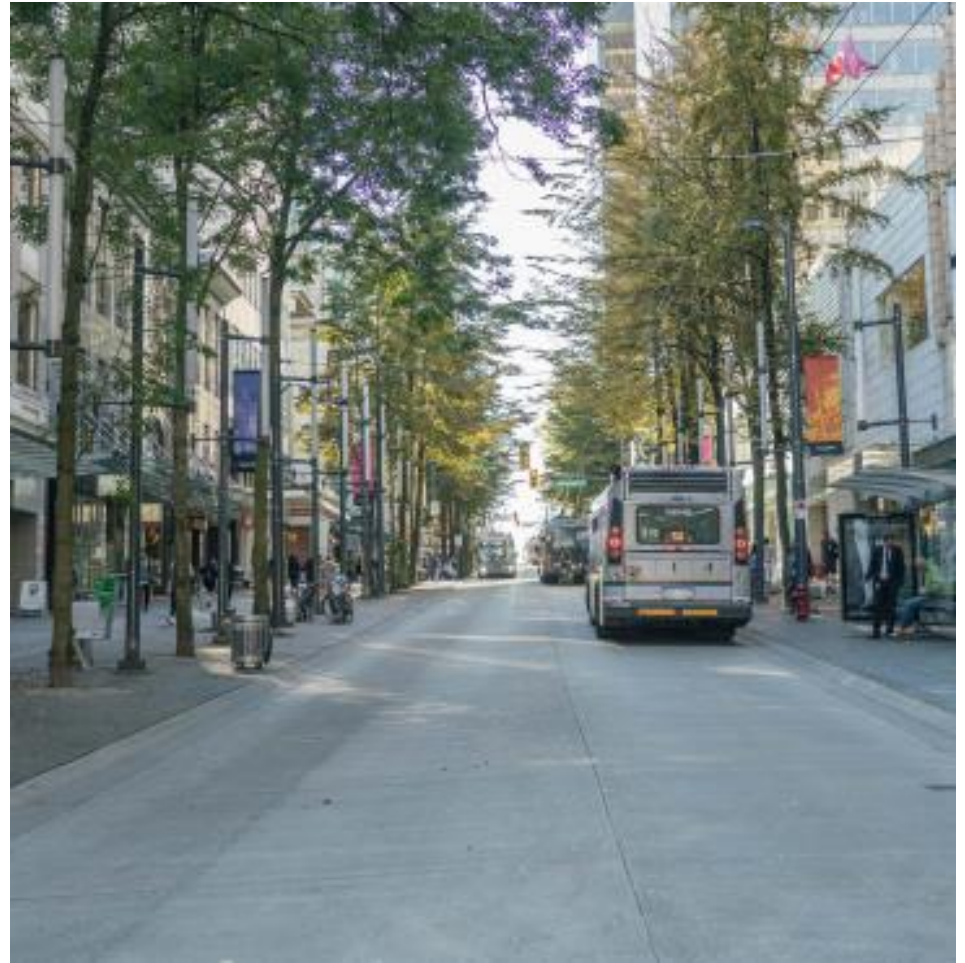
# Examples

- Granville Street - Vancouver



Downtown Brantford Streetscape  
August 2020





Downtown Brantford Streetscape  
August 2020





# Examples

- Stratford Market Square



Downtown Brantford Streetscape  
August 2020





# Market Square - Stratford



GONEFLYING

Downtown Brantford Streetscape  
August 2020







Downtown Brantford Streetscape  
August 2020



# Examples

- Bell Street – Seattle, WA







Downtown Brantford Streetscape  
August 2020





Downtown Brantford Streetscape  
August 2020





Mark to Insert additional images showing:

1. Street level activity – active building frontages (Market Street)
2. Bus Stops
3. Snow Operation
4. Transit
5. Climate Change Considerations
6. Active bike lane in use



# Workshop

Now it's your turn to be the designer!

We would like you to each assemble into two groups. Each group will consist of stakeholders, and one moderator.

As a group, you will be asked to arrange the streetscape puzzle pieces which have been assigned to your group to create 2 Right-of-Way cross sections.





# Workshop

The two cross sections you will be asked to develop will include:

1. (Vince to complete)
2. (Vince to complete)

Once complete, we will re-convene and discuss some of the priorities you felt were important to incorporate, and the challenges you encountered in determining your group's sections.



# Questions to assist you:

- Question 1
- Question 2
- Question 3





# Cross Section Exercise Wrap-Up

## Presentation of Cross Sections

- Summarize the elements in your section
- Indicate what you felt was the most important component of your sections
- What were other options your group considered?

## Comments and task outcome summary



# Next Steps

- Generation and evaluation of preferred alternatives based on today's input
- Presentation of alternatives to Project team
- Presentation of preliminary preferred alternatives to the Stakeholder's
- PIC#1
- Refine an alternative and hold a Project Team Meeting
- PIC #2
- Finalize and File Project Report for Public Review





# Comments / Questions



## **Brantford Streetscaping Workshop Response Summary**

There were 43 responses collected from the Brantford streetscaping workshop. The most common priorities identified by the respondents were:

- Create a pedestrian-friendly environment. The most common elements identified were wider sidewalks, patio space and public benches/seating. There were also a few respondents who mentioned pedestrian only areas.
- Bike lane implementation in the downtown area.
- Increase the feeling of safety in the downtown area to better attract visitors.
- Beautification by incorporating more plants, trees and green spaces.
- Slower/decreased traffic in the downtown area. This comment was often accompanied by safety concerns due to speeding vehicles.
- Conversion of Dalhousie Street and Colborne Street from one-way to two-way traffic.
- Accessibility concerns.

There were also concerns about curbside management primarily regarding garbage pickup and litter. A couple of respondents expressed support for Molok type garbage containers. A number of respondents also advocated for areas that could host special events downtown.

While a specific priority related to parking was not one of the top responses, 23% of respondents mentioned parking in some way on their response sheet whether to state a particular view or acknowledge that it was an important issue.

A couple of respondents also expressed the need to maintain traffic flow through the downtown area due to limited alternative east-west routes through the city and the location of river crossing providing access to the neighbourhoods on the west side of the Grand River.

A summary table of the responses is provided on the next page.



### Summary Table of Workshop Responses

Priority	Number of Respondents	Percent of Respondents
Pedestrian-friendly environment (wider sidewalks, patio space, public benches/seating, pedestrian-only areas)	23	53%
Bike lane implementation	14	33%
Increased feeling of safety (including increased lighting)	11	26%
Beautification (increased planting, trees, green spaces)	11	26%
Slower/less traffic (often due to safety concerns)	11	26%
Conversion to two-way traffic (explicit support)	9	21%
Accessibility	9	21%
Curbside Management (garbage pick-up/litter concerns)	6	14%
Support/space for special events	6	14%
Access for alternatives to personal vehicles and connectivity to nearby trails	5	12%
Traffic flow/congestion	4	9%
Parking (general, as an issue)	4	9%
Public art	3	7%
Infrastructure improvements (utilities, sub-surface)	3	7%
Downtown as a “destination” and increased attractions	3	7%
Maintain effective east-west route through the city	2	-
Public washrooms	2	-
Reduce on-street parking	2	-
Accommodate business needs	2	-
Accommodate resident needs	2	-
Promote growth in downtown area	1	-
Add elements to make Brantford downtown unique	1	-
Maintain one-way streets	1	-
Add wind breaks	1	-
No bike lanes	1	-
Effective communication strategy for businesses and residents	1	-
Ensure infrastructure is easy to access for maintenance purposes	1	-
More parking	1	-
Decentralized parking	1	-
Increase on-street parking	1	-



# Streetscaping Stakeholder Workshop Notes

<b>PROJECT NAME:</b>	<u>Downtown Brantford</u>	<b>MTE FILE NO.:</b>	<u>C46995-100</u>
	<u>Streetscaping EA</u>	<b>DATE:</b>	<u>August 18,20, 25,27, 2020</u>
<b>LOCATION:</b>	<u>Brantford City Hall</u>	<b>TIME:</b>	<u>9-12am, 1-4pm</u>

## HOSTS:

Gagan Batra	- City of Brantford
Vince Pugliese	- MTE Consultants Inc.
Mark Zuzinjak	- MTE Consultants Inc.

## PURPOSE:

Streetscaping Stakeholder Workshops

The City of Brantford has initiated an Environmental Assessment (EA) Study for the Downtown Brantford Revitalization that includes streetscaping and underground infrastructure improvements in Downtown Brantford. The goal of the streetscaping improvements is to create a Downtown that is attractive, vibrant and safe for users and provides the infrastructure needed to accommodate expected growth. The main objectives of the project are to:

- improve walkability and accessibility;
- Enhance infrastructure for all transportation modes;
- Increase pedestrian capacity; and
- Improve underground infrastructure to allow for development.

The streetscaping study area is shown below:



520 Bingemans Centre Drive  
 Kitchener, Ontario N2B 3X9  
 Phone: 519-743-6500  
 Fax: 519-743-6513





# Streetscaping Stakeholder Workshop Notes

## The Process

The EA is being undertaken in accordance with the planning and design process for Schedule “C” projects as outlined in the Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*. This study will define the problem, identify and evaluate alternative solutions to the problem, evaluate alternative design concepts for the solution, and recommend a preferred design concept after assessing potential environmental impacts and identifying mitigation measures associated with the preferred design.

## The workshops

Due to COVID-19, workshop sessions were broken into groups of maximum 8 individuals, with 2 presenters in the room.

The project team presented the Powerpoint Presentation which will be made available. Parts of the presentation were performed by the consultant team remotely connected by Zoom.

## **Tuesday, August 18, 2020 – 9:00am-12:00pm**

9am	Charlie Ward Room	
	Mike Abraham	Engineering Services
	Russ Loukes	Engineering Services
	Joshua Wall	Council
	Cheryl Antoski	Council
	Mark Jacklyn	Operational Services
	Sara Munroe	Economic Development and Tourism
	Gagan Batra	Project Manager
	Mark Zuzinjak	GSP Group
	Vince Pugliese	MTE Consultants

## Questions/Comments

- 1) Will the human elements associated with the Downtown core be considered as part of this study? How people are using the spaces currently, and will the project team be looking at ways to ensure the spaces are being used for their intended purpose?
- 2) Has there been consideration given to the decentralization of downtown? The “new” downtown which is not in the traditional downtown?
- 3) Are the key elements of what a downtown business needs being considered?

- 4) How is “Social Disorder” being addressed? If the social issues are not being addressed, people will still not come to downtown
- 5) Expression of concern that any switch to two-way traffic will lead to loading issues elsewhere.
- 6) Desire to have clear paths and sightlines for the sidewalk with different materials and textures.

**Tuesday, August 18, 2020 – 1:00pm – 4:00pm**

1pm	Charlie Ward Room	
	Daniel Kreze	Engineering Services
	Jim Young	Environmental Services
	Mae Legg	Economic Development and Tourism
	John Trumbell	IT Services
	Guangli Zhang	Engineering Services
	Kathryn Broadbelt	Engineering Services
	Mike Bradley	Fleet and Transit Services
	Mandy Wellsman	Parks Services
	Gagan Batra	Project Manager
	Mark Zuzinjak	GSP Group
	Vince Pugliese	MTE Consultants

**Questions/Comments**

- 1) Has any consideration been given to making one street more prominent than the other?  
Application of different treatments to Colborne and Dalhousie. Is one more pedestrian friendly and one catered to traffic and cyclists.
- 2) Are the unintended uses of public spaces being considered? Are the spaces being designed to prevent unintended uses?
- 3) If traffic is reduced or limited through downtown, what will the impact be to the other areas of Brantford?
- 4) Will there be utility coordination? Utility providers have needs and would like to make improvements to services
- 5) Will connections with the river be considered? The river is a draw for people and needs to be a safe connection from downtown to the river. Is there a theme?





# Streetscaping Stakeholder Workshop Notes

- 6) OGS units or any other storm water collection system should be accessible for operations.
- 7) Will there be surveys sent to business owners to get their feedback?

## **Thursday, August 20, 2020 – 9:00am – 12:00pm**

9am	Charlie Ward Room	
	Brad Smith	Corporate Initiatives and Community Strategies
	Lise Sordo	Facilities Management and Security
	Glenn Brown	Economic Development and Tourism
	Scott Hall	IT Services
	Sharon Anderson	Engineering Services
	Joe Muto	Planning
	Stephanie Quattrociocchi	Communications
	Ross Mullen	IT Services
	Gagan Batra	Project Manager
	Vince Pugliese	MTE Consultants

### Questions/Comments

- 1) Is the projected growth of Laurier within the Downtown being considered?
- 2) Is the master servicing plan being considered in conjunction with this study? Does it reflect Laurier's expected growth?
- 3) Will other utilities be coordinated with (gas, Bell, Rogers, etc.)?
- 4) What information from previous studies is going to be re-evaluated? How much of the information from the previous studies will be used?
- 5) The existing parking garages feel disconnected from downtown, will parking be evaluated and made to feel more connected?
- 6) Is the Mohawk Lake District Plan being considered as part of this study?
- 7) There should be emphasis put on building smart cities, which includes connections to transit hubs. The one-way/two-way conversation should keep the idea of smart cities in mind.

## **Thursday, August 20, 2020 – 1:00pm – 4:00pm**

1pm	Charlie Ward Room	
	Nicole Wilmot	Planning
	Rochelle Rumney	Corporate Initiatives and Community Strategies



# Streetscaping Stakeholder Workshop Notes

	Kevin Finney	Economic Development and Tourism
	Wendy Tuefel	Engineering Services
	Dave Zimmer	Parks Services
	Jan Vanderstelt	Council
	Gagan Batra	Project Manager
	Vince Pugliese	MTE Consultants

## Questions/Comments

- 1) Is the project team following current design guidelines? Design team will follow the urban design manual, and will look at Downtown specific features
- 2) Is there any benefit to doing the underground infrastructure ahead of the streetscaping?
- 3) Where landscaping is not possible, is it possible to work with private owners to use use property for landscaping?
- 4) Through the study, the project team should make sure that all parties (private developers) follow standards, and that overall development is done with purpose.
- 5) Project team should strive to create unique spaces through the corridor.
- 6) There will be significant challenges to ensuring consistency in construction methods through project as there will be stages in construction.
- 7) How are businesses being engaged? Is the BIA being included?
- 8) Is the one-way/two-way conversation being opened up through this EA
- 9) For budgetary reasons can construction be staged?
- 10) In order to consider 2-way traffic, a broader discussion of taffic diversion and capacity needs to be included. Should West street be included in the study area to fully capture the downtown ?
- 11) How is climate change being addressed – climate change action plan.
- 12) What is the project timeframe? Conception to completion – 10 year timeframe
- 13) Are we prepared for the changing businesses in downtown. What type of businesses will be drawn to downtown in 10 years?
- 14) Is consideration of the unintended uses of infrastructure being given?

## **Tuesday, August 25, 2020 – 9:00am – 12:00pm**

9am	Charlie Ward Room	
	Ryan Curley	Health and Human Services
	Laura Almeida	Corporate Initiatives and Community Strategies
	Lori-Dawn Cavin	Parks Services
	Tom Sliwinski	Operational Services
	Chris Fong	Engineering Services
	Calvin Nafziger	Environmental Services





# Streetscaping Stakeholder Workshop Notes

	Tracy Burgess	Parks Services
	Jeremy Read	Operational Services
	Gagan Batra	Project Manager
	Vince Pugliese	MTE Consultants

## Questions / Comments

- 1) Is 1-way/2-way being considered again? Previous EA has elapsed. No decision has been made regarding 1 or 2 way traffic.
- 2) Where is the storm water discharging? Will storm water management techniques be included?
- 3) Will an operational cost analysis be completed which includes the cost to maintain any features considered?
- 4) Currently parking is allowed overnight for residents. If parking is removed, consideration will need to be given to changing on street parking by-laws.

## **Thursday, August 25, 2020 – 1:00pm – 4:00pm**

1pm	84 Market St.	
	Tim Schill	Conestoga College
	Peter Thomson	Wilfrid Laurier University
	Keri Korfmann	Downtown BIA
	Heather MacDonald	Community Safety and Wellbeing Advisory Committee
	Frank Zaunscherb	Cultural Advisory Committee
	Gagan Batra	Project Manager
	Vince Pugliese	MTE Consultants

## Questions/Comments

- 1) Is one-way /two-way being considered?
- 2) Why is the project not using or starting with the old streetscape design that was completed previously?
- 3) What type of condos are being considered downtown, where, and what are the impacts?
- 4) Why is the transit terminal outside the study area, how will it be considered?
- 5) Are there residential targets for downtown?
- 6) Will there be spaces created for public art, gateways etc.?
- 7) Will light standards be accessible for power? Wi-fi downtown?



# Streetscaping Stakeholder Workshop Notes

- 8) Can the transitions from sidewalk to storefronts be softened? There are lots of steps up or down.
- 9) Will bike corrals and areas for bike storage be included?
- 10) Downtown should have places dedicated for street vendors.
- 11) Downtown Brantford has an opportunity to create a competitive advantage over other downtowns by building something completely unique not seen elsewhere.
- 12) Can two-way traffic be utilized to minimize impact during construction?
- 13) High pressure gas is a necessity in downtown.

**Thursday, August 27, 2020 – 1:00pm – 4:00pm**

1pm	Charlie Ward Room	
	David Prang	Chamber of Commerce
	David Parker	Brantford Police
	Jillian Holmes	Wilfrid Laurier University
	Lucy Marco	Grand River Council on Aging
	Terry Skoryk	Community Safety and Wellbeing Advisory Committee
	Ken Symons	Brantford Public Library
	Colleen Goupil	Community Safety and Wellbeing Advisory Committee
	Carrie Innes Olah	Grand River Community Health Centre
	Gagan Batra	Project Manager
	Vince Pugliese	MTE Consultants

Questions/Comments

- 1) What is the 20m right of way? Property line to property line, in some cases building face to building face.



## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Making the downtown more accessible or accommodation for those who reside downtown

Reason:

Priority #2

Maintaining traffic flow - especially E to West traffic travelling to West Brant

Reason:

Until the problem of traffic access to West Brant is solved I don't believe 2 way traffic is feasible for Dalhousie Street.

Priority #3

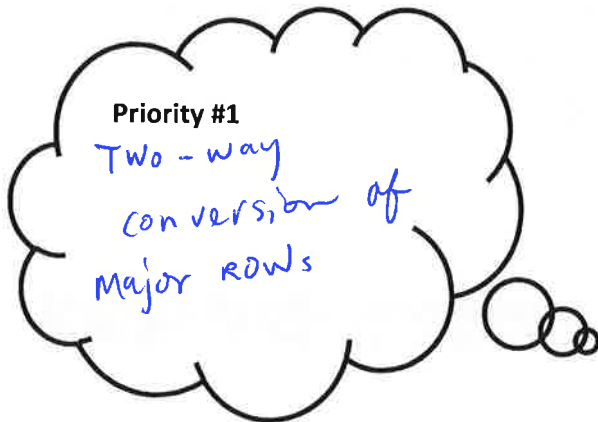
Lots of green and pedestrian space

Reason:

- Makes the downtown more user friendly for pedestrians.

## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.



Reason:	<ol style="list-style-type: none"><li>1. safer for <u>all</u> users.</li><li>2. economic upturn for all businesses along those ROWs.</li><li>3. access for all users to both sides of the ROW</li></ol>
---------	---



Reason:	<ol style="list-style-type: none"><li>1. more alternate modes of transportation is <del>not</del> crucial to a vibrant downtown.</li><li>2. better health for all residents</li><li>3. activates the street, more people more eyes, sense of safety</li></ol>
---------	---



Reason:	<ol style="list-style-type: none"><li>1. mixing of transportation modes on some streets are key features to placemaking</li><li>2. opportunity for closing streets for active events including concerts/fairs/art events.</li></ol>
---------	---



## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Less vehicle  
Traffic / more  
pedestrian +  
cycle friendly

Reason:

~~there are~~ if going  
2 way - can make one  
for traffic, one for pedestrians.  
safer + business friendly too.  
calmer for less accidents.

Priority #2

lighting and  
visibility

Reason:

safety of pedestrians  
@ any time.

Priority #3

Garbage enclosures  
(Mulock)

Reason:

cleaner way of  
managing garbage.

## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Two-way traffic  
in core

Reason:

Allow flexibility in use of  
streets and cross-roads and address  
the big block between Queen + George

Priority #2

Improve access between  
parking lots and  
~~businesses~~  
businesses

Reason:

reduce demand for  
on-street parking to make streets  
more pedestrian friendly and use  
on-street space more effectively

Priority #3

flexibility in ~~use~~  
use around  
Harmony Square

Reason:

Better support for  
special events.



## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

ACTIVE FRONTAGE,  
PROMOTING LIVELY  
S/W. (WIDER).

Reason: WOULD LIKE TO SEE URBAN  
DOWNTOWN & SOCIAL ENVIRONMENT  
SIMILAR TO EUROPEAN CITIES.  
- ACCOMODATES INCREASED FOOT  
TRAFFIC FROM POST-SECONDARY.

Priority #2

TWO-WAY TRAFFIC

Reason: ONE WAY CONFUSING &  
LIMITING.  
- TWO WAY ENCOURAGES  
BETTER FLOW AND EASE OF GETTING  
TO ESTABLISHMENTS.  
- KEEP LANES NARROWER TO  
PROMOTE ~~SEVERA~~ SLOWER SPEEDS.

Priority #3

BIKE LANES.

Reason: RECOGNIZE NEED BUT  
NOT SURE NEED TO BE  
DEDICATED LANES. EUROPEAN  
CITIES HAVE SUCCESSFULLY SHARED  
BIKE & PEDESTRIAN TRAFFIC ON  
WALKWAYS. USING EFFECTIVE MARKINGS  
USEFUL FOR STUDENTS, CITIZENS TO ENCOURAGE  
LESS VEHICULAR TRAFFIC.

## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Increased  
feelings of  
Safety

Reason:

Perceptions of safety  
Keep people away from the downtown,  
the lack of people make it feel unsafe

Priority #2

Curbside  
management

Reason:

Garbage piled on the  
side of the road all the time  
does not help sell "buy in" to  
the downtown.

Priority #3

Traffic flow

Reason:

Congestion and confusing  
parking policy make it unappealing  
to come to downtown

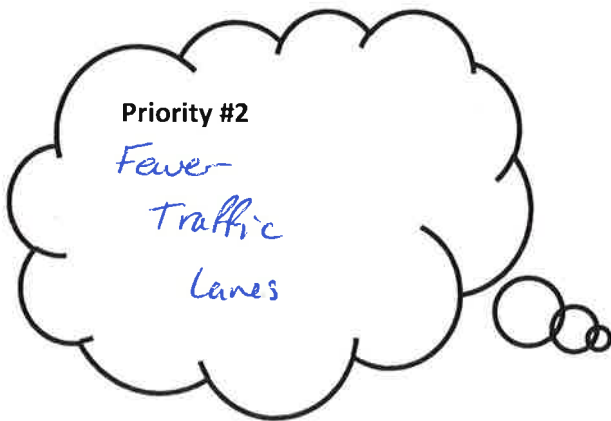


## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.



**Reason:** Allows for comfortable pedestrian use of the area which accommodates accessibility devices



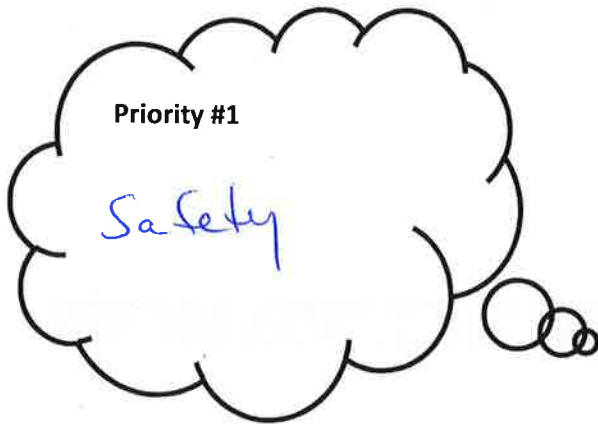
**Reason:** Allows for the inclusion of more features in the cross section (Active transit, parks etc)



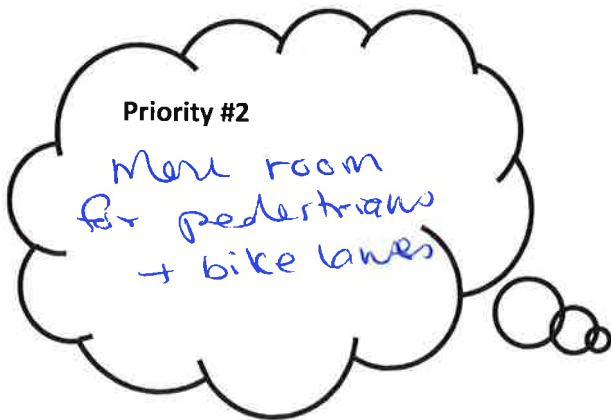
**Reason:** Daily pickup leaves to the feeling of constantly trying to dodge obstacles in the morning

## Individual Exercise

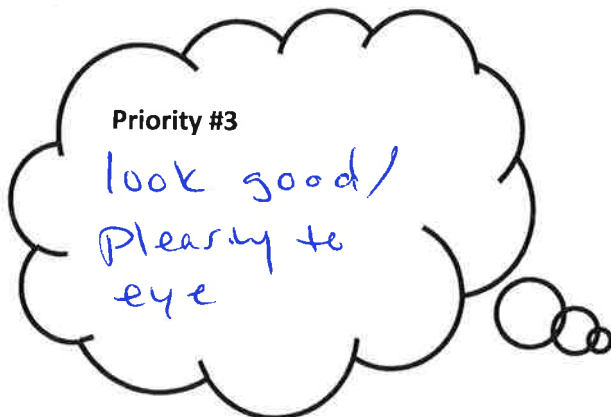
**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.



<b>Reason:</b>	So ppl feel comfortable being + spending time downtown.
----------------	---



<b>Reason:</b>	likely less vehicular traffic over the next 20+ years.
----------------	--



<b>Reason:</b>	bigger draw <del>for</del> for people to visit. Be a space people want to spend time in. Perhaps make other cities envy Brantford :)
----------------	--



## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Safety

Reason:

Priority #2

Destinations  
- Restaurants  
- Theatre  
- Shopping

Reason:

Priority #3

Beautification  
- trees  
- clean up trash

Reason:

## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Active  
Transportation  
accessibility

Reason:

We need to provide safe & carbon free alternatives for people to travel around the city.

Priority #2

Tree coverage

Reason:

Acts as a carbon sink & will provide valuable shade for pedestrians as temps increase

Priority #3

Slower traffic

Reason:

Safe for pedestrians & cyclists & reduces emissions.



## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Accessibility

Reason:

pedestrians need to  
feel safe and  
move around easily.

Priority #2

Green

Reason:

Needs green (trees, plants etc)  
buffer b/w road &  
hard surfaces.

Priority #3

Public Art/  
Cultural  
amenities

Reason:

Give people something  
interesting look at.  
Helps to create a sense

## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Two-Way  
Traffic

Reason:

- enforcing traffic to slow down
- Create a "destination" - people are specifically going to that area

Priority #2

Walkability/  
Parkettes

Reason:

- Parking outside of the core (2-3 blocks away)
- wider sidewalks
- walk from business to business.
- quaint/trendy shops
- parkettes.

Priority #3

Bike Lanes

Reason:

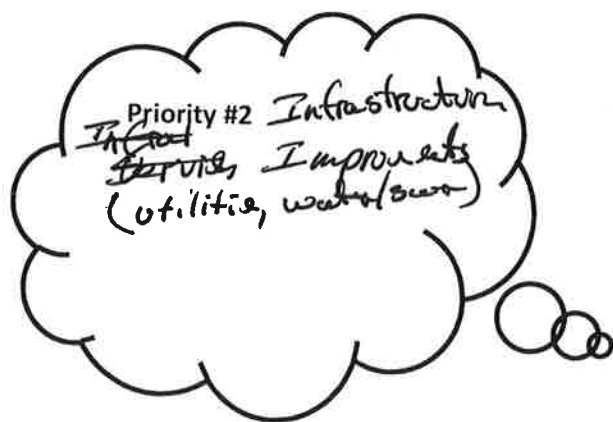
- more active transportation

## Individual Exercise

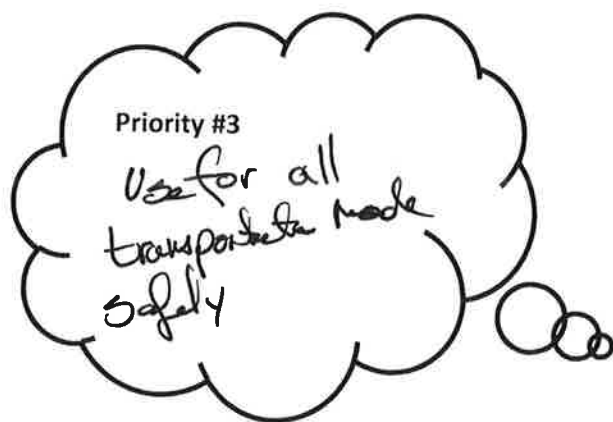
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Reason: To allow people to get to the downtown & enjoy



Reason: Need to ensure that development can occur to encourage more uses

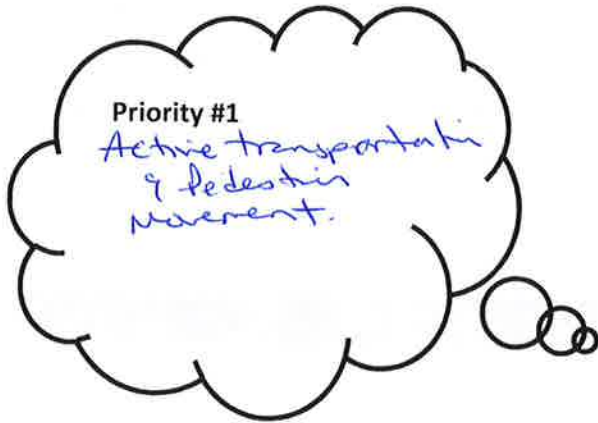


Reason: Be able to support alternative modes instead of vehicles. Make intersection safer.



## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.



Reason:	- need to make people feel safe - larger sidewalks. - Separate bike lane - two-way travel.
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Reason:	- Main reason is for movement for all types of residents.
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Reason:	- goes with pedestrian movement
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## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Resident and  
tourist safety

Reason:

- downtown business investment
- ↑ real estate value.
- ↑ spending
- mixed use buildings
- more ppl living downtown.

Priority #2

Cycling  
infrastructure  
+ consistency.

Reason:

- cycling tourism market growing significantly in Brantford
- eco-friendly, active alternative, limiting need for parking

Priority #3

Walkability  
+ Placemaking

Reason:

- PUBLIC ART (both private + public).
- downtown as a destination
- limit traffic ⇒ safety, browsing-spending.
- open spaces, activation (parklets, street performers)

## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Garbage

Reason:

needs to be ~~ad~~ dealt with

Priority #2

Bike lanes

Reason:

need to be safe for children

Priority #3

reduce traffic

Reason:

reduce speed and the cars downtown

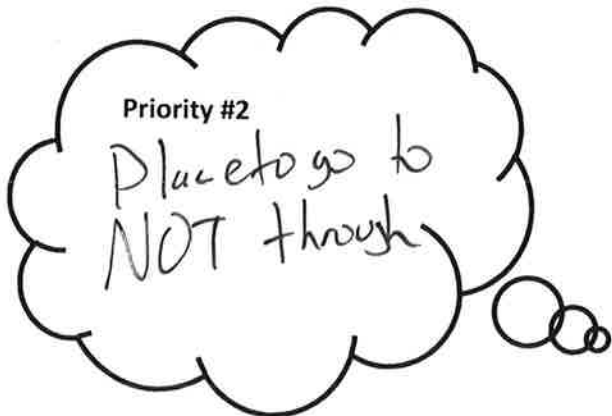


## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.



Reason:	Prosperity of People & business
---------	------------------------------------



Reason:	Support Downtown being a DESTINATION
---------	---



Reason:	We have to build UP and move people in.
---------	---

## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Sidewalk and  
patio Areas

Reason:

with respective street  
furnitures and structures, the  
pedestrian space provide accessi-  
bility, Attractiveness and Activities  
for downtown area.

Priority #2

Accessibilities, include  
parking, ramps,  
spaces.

Reason:

Required by ADA.

Priority #3

cyclist lane

Reason:

promote green transportation,  
additional mode to get to  
downtown.

## Individual Exercise

Key Points, Ideas, and Priorities: What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1  
Provide solid infrastructure for services: Hydro, Fibre

Reason: If they don't go in while the road is dug up it'll be very costly to bring them in.

Priority #2  
Certain Feature might be more focused at Carlton ponds and Colborne before DPL doesn't need the same features as Sanderson area.

Reason: Sanderson Centre has more people there. DPL Colborne would be less of a hang out or pedestrian draw.

Priority #3  
Review past events & future possible events should be considered.

Reason: Create a flexible street scape for the various events that may want to be used to draw people.



## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

### Priority #1

pedestrian access for walking and enjoying space (ie. patios, benches etc).

#### Reason:

Increase outdoor pedestrian access to the downtown and provide new business and event opportunities downtown.

### Priority #2

greenspace and open-space (trees, gardens, seating areas, public art).

#### Reason:

nature makes people happy. Greenspace and nature elements are almost always an after thought but are always the most enjoyed element once people stop to enjoy the space. Some side streets could be converted to parkettes to increase areas to rest and enjoy the outdoors

### Priority #3

Limited but 2 way vehicular traffic parking along 1 of the 2 main roads

#### Reason:

traffic seems limited enough to accommodate 2 way traffic on one road. If we focus parking on one road (colborne) and pedestrian access on the other (dalhousie) business owners on both streets benefit ... people have to walk from their parking spots to the main path and will cross by each business regardless.

## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Two-way Bike  
Lanes on Both  
Dalhousie & Colborne

Reason:

- create a connected multi-modal transit network that is usable for all ages & abilities.

Priority #2

Wide Sidewalks  
w/ Rolled Curbs

Reason:

- creates a better space to host City events & street functions

Priority #3

Something  
Unique

Reason:

- each City tends to have their own "eyecatcher" whether it be the unique street lights in Uptown Waterloo or the spatial unity in Downtown Kitchener, the City of Brantford should have a characteristic to make it stand out.

## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Slow-down  
traffic  
narrow lanes

Reason:

- attract more pedestrians + cyclist to area.
- safer.
- encourage people to stop + go to businesses

Priority #2

Wider sidewalks

Reason:

- safer for pedestrians
- room for patios
- 

Priority #3

trees +  
beautification  
add something  
that Brantford  
Center

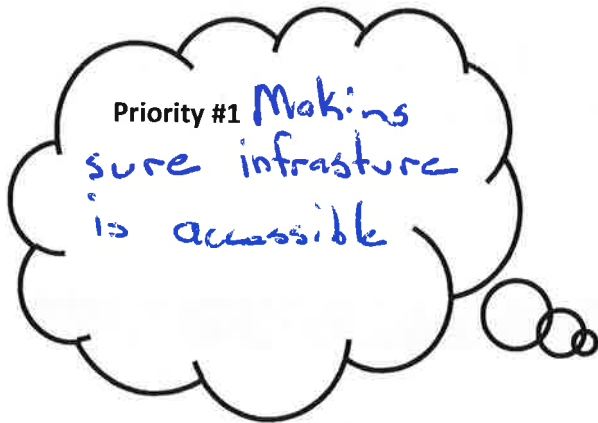
Reason:

- attract people to downtown areas (familiar)
- create relaxing, inviting spaces
- where people will spend time

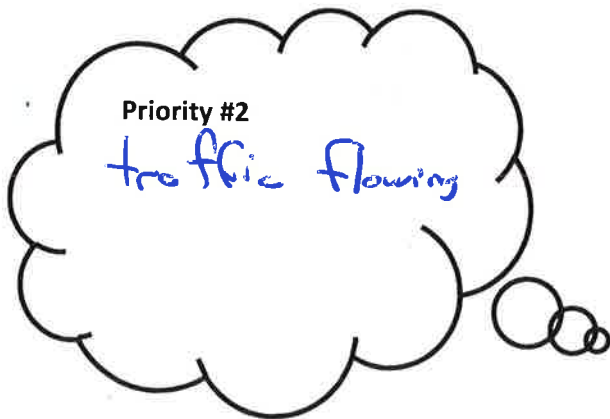


## Individual Exercise

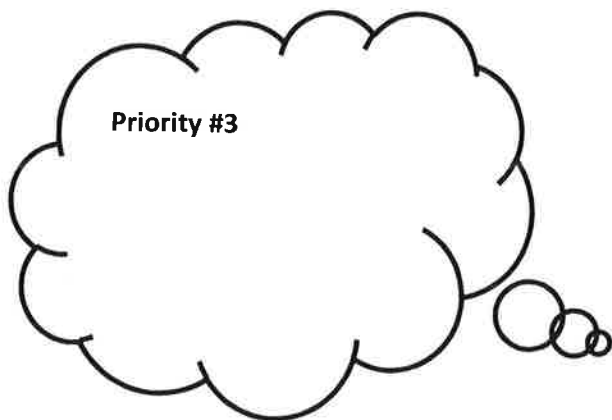
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Reason: When cleaning sewers or repairing water making sure trucks can get there with no trees or benches are in the way



Reason: making sure that traffic can keep moving and at the same time not speeding



Reason:

## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

### Priority #1

Provide a lively, safe area for living & business

### Reason:

want to bring people downtown to shop, eat & be entertained.  
Build on university presence

### Priority #2

Link the downtown to the River.

### Reason:

opening access to and improving the river scape would add reasons for people to come to the downtown.

### Priority #3

Provide alternate routes for through traffic if the downtown is to be redesigned

### Reason:

People in West Brant still need to access the northeast and have limited options for getting across the river & through downtown.

## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

One way

Reason:

Allows the most space  
~~for pedestrians~~ for pedestrians.

Priority #2

Space for  
patios

Reason:

Allows more people to  
use the space.

Priority #3

Designated  
Bike Lane

Reason:

Movement to active  
transportation would be  
encouraged.



## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Safety  
- lighting, bringing more  
people dt, no "hiding"  
places"

Reason:

- People won't want to hang out  
down town if they don't feel safe

Priority #2

Pedestrian spaces.  
- lots of sidewalk  
space, & seating,

Reason:

space to explore & enjoy Bradford.  
by foot. Students ~~are~~ who live  
here, locals, ect.

Priority #3

Parking

Reason:

- some street parking (not too much)  
For easy/quick access to dt.

## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Strategic Parking

Reason:

People like convenient  
parking

Priority #2

Animate

Reason:

Spaces to ~~animate~~  
bring people in and  
create people traffic

Priority #3

Bright + Attractive

Reason:

Planters, furniture, lighting  
to create/change  
perception of safety

## Downtown Brantford Streetscaping EA Workshop #7

### Participant Handout

#### Purpose:

The purpose of the breakout group is to brainstorm priorities and opportunities for Downtown Brantford's streetscaping. In your groups, you will design cross sections for Downtown, prioritizing different elements of streetscaping. This is to be followed by a discussion on the challenges that have been identified during the exercise and opportunities to address them.

#### Schedule:

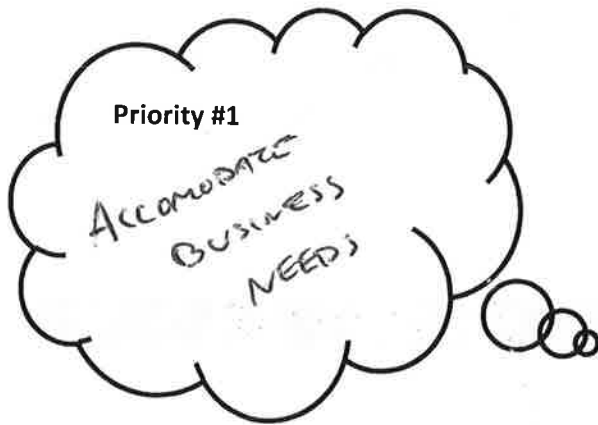
Activity	Time
Introduction	5 minutes
Activity 1 – Discussion of Challenges and Opportunities	10 minutes
Activity 2 – Building the Cross Section	25 minutes
<b>Break</b>	10 minutes
Activity 3 – Building the Cross Section by Roles	25 minutes

Improve walkability = two way  
Infrastructure



## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.



Reason: BUSINESS OWNERS ~~ARE~~  
OFTEN KNOW WHAT IS BEST TO  
OPERATE IN THE DOWNTOWN



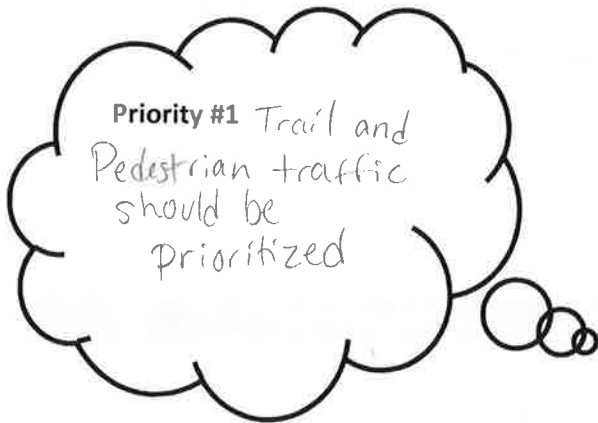
Reason: RESIDENTS USE THE  
DOWNTOWN AFTER HOURS,  
TAKE PRIDE IN LIVING  
THERE



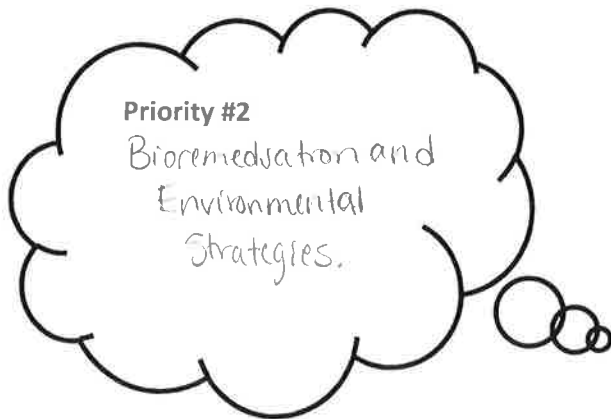
Reason: ATTRACT MORE PEOPLE TO  
VISIT STORES /  
RESTAURANTS

## Individual Exercise

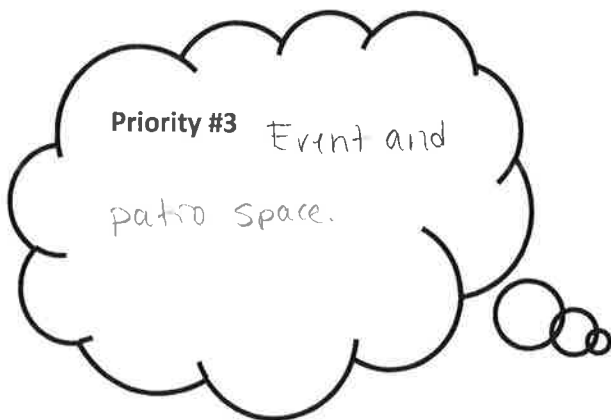
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<b>Reason:</b>	A connection from the trails along the river to Wayne Creek by Rwy Trail would increase cycling routes, and bring downtown residents to the green spaces/river.
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<b>Reason:</b>	As much stormwater as possible should be treated and absorbed on site. Trees and plantings should be prioritized, with attention to detail to ensure their success. This creates a sustainable site that also improves aesthetics.
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<b>Reason:</b>	This will bring the people to the downtown to spend money and increase positive activities. Less privileged people living in the downtown will have access to jobs and culture.
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## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Safety  
Safety  
Safety

Reason:

Eliminate safety signals.  
~~More~~ security cameras +  
more police presence.  
slower traffic  
safer bike access to trails.  
Brighter lighting  
Mental health supports  
clean up the underlying issues.

Priority #2

Accessibility

Reason:

More flattened curbing +  
crosswalks or walkable  
areas.  
Be able to access stores +  
businesses via walking and  
foot traffic

Priority #3

Activities

Reason:

More "popular" businesses/  
Activities to create a  
safe reason to come downtown.  
Make it a place to "spend the  
day". Walk the trail + have  
a meal.



## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Slow down  
+  
Safety

Reason:

Folks drive way to  
fast down 1 way streets  
Colbourne + Dalousie. Two-  
Way traffic will promote  
Slower, safer driving. Encourage  
use of Icolme Dr. for  
through traffic to 403.

Priority #2

Welcoming +  
Walkable

Reason:

Local businesses will  
benefit from the increase in  
foot traffic, allowing for  
spontaneous new customers to  
check the place out.

Priority #3

Accessible  
and  
public health.

Reason:

Shelter, benches, and  
other spaces should be  
designed for ease of use  
for all. No barriers or closures.  
(including public washrooms)



2-Way Traffic is currently still a consideration.

### Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1  
Z-WAY  
TRAFFIC

Reason:

- Reduce Impact to Downtown during event road closure(s)
- Reduce logistical barriers/issues.

Priority #2 "Improved"  
Event  
Infrastructure  
on Balhousiet  
Colborn

Reason:

- Require access to 220 hydro service on streets near Harmony Square
- require access to water
- Require strategically placed Andors for tents.
- require wifi

Priority #3  
Garbage Plan for  
Special Events

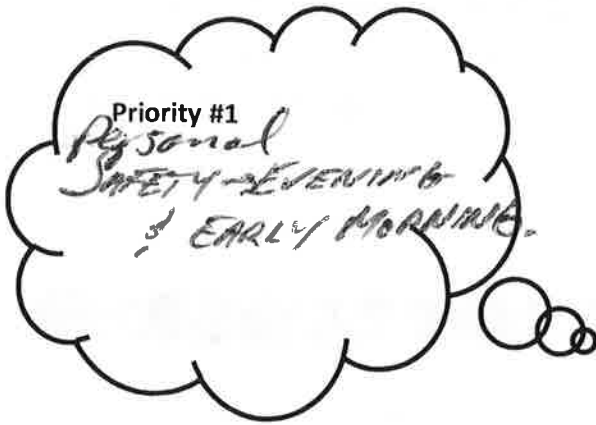
Reason:

Currently no convenient spot for garbage containers to be placed that are convenient yet out of site for events.

"FROM A SPECIAL EVENTS PRIORITY."

## Individual Exercise

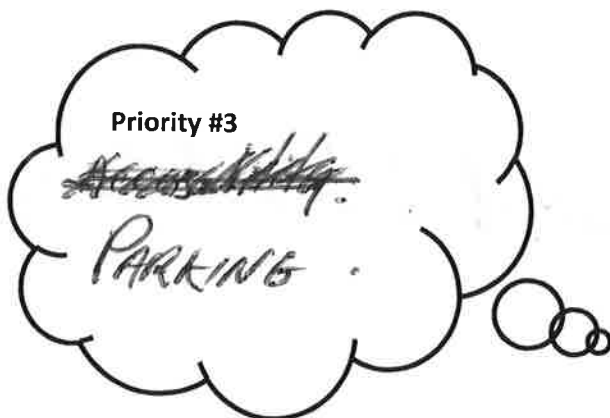
**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.



Reason: Areas of the downtown core are over-run by social transients. ~~Hope that the~~ ~~existing~~ intention to add a more welcoming atmosphere to help displace more unwelcome individuals



Reason: consideration of waste removal & snow removal/clearing was a priority for our conversation



Reason: with changes parking seems to be a difficult point of contention.



## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Slow down traffic  
in the downtown

Reason:

- Make businesses more visible.
- Safer for pedestrians

Priority #2

Molok containers  
for garbage  
collection

Reason:

- Make the downtown look better
- Reduce litter

Priority #3

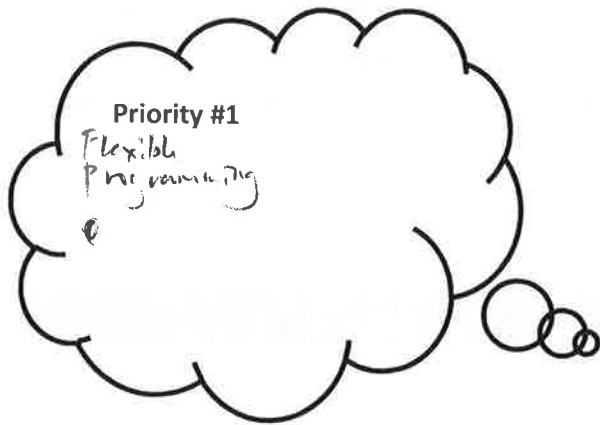
Maintain parking

Reason:

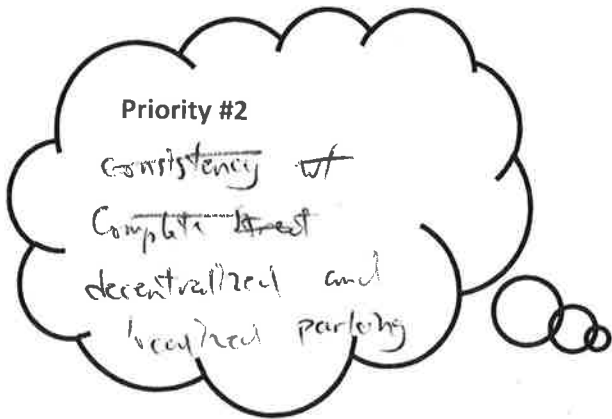
- Students in the downtown need more parking,

## Individual Exercise

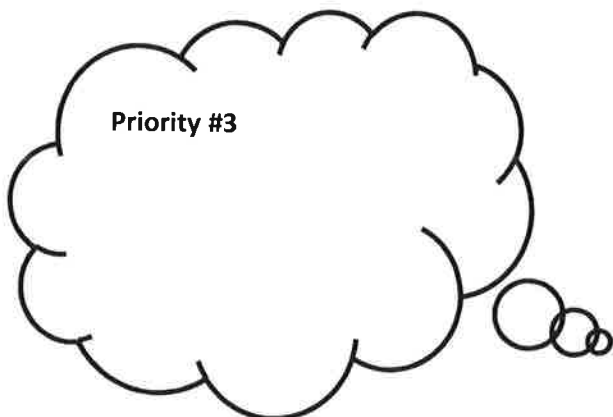
**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.



<b>Reason:</b>	achievable and flexible milestone in light of constrained resources (COVID)
----------------	---



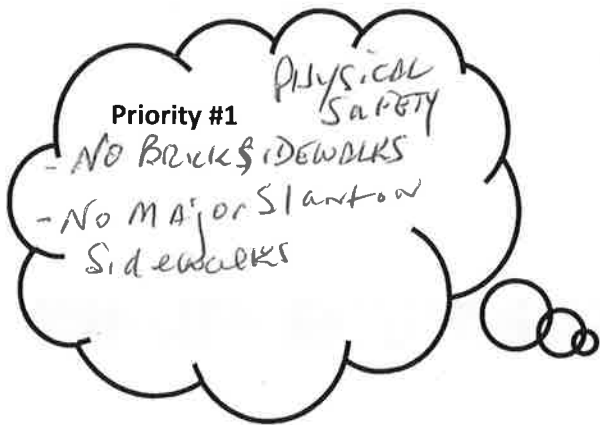
<b>Reason:</b>	avoid expansion and centralized garages
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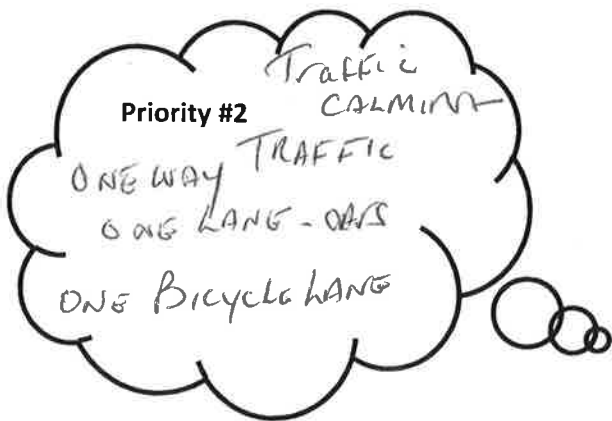
<b>Reason:</b>	
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## Individual Exercise

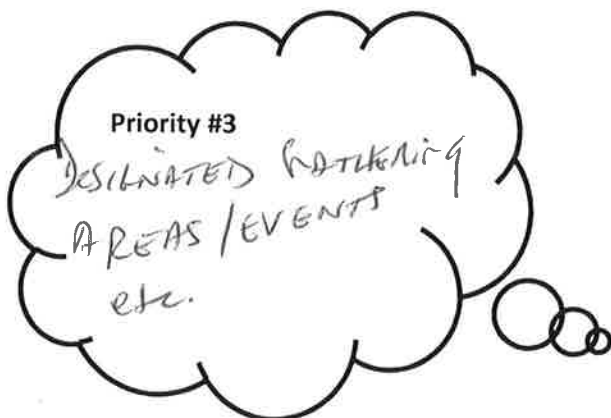
**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.



Reason:  
DECREASE RISK OF FALLING



Reason:  
REDUCE SPEED AND AMOUNT OF TRAFFIC GOING THROUGH DOWNTOWN



Reason:  
TO ATTRACT RESIDENTS TO DOWNTOWN



## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

Slowing  
traffic

Reason:

SAFETY,  
Ability for drivers to  
observe surrounding!

Priority #2

WIDE  
SIDEWALKS

Reason:

SAFETY  
Accessible.

Priority #3

Parking.

Reason:

Store owners,  
and assist with  
inviting downtown.

## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.



Priority #1

Red Traffic

Reason:	Easy access to parks and shops. Flexibility is key.
---------	---



Priority #2

Accessible  
Transportation

Reason:	Not everyone drives, so we need transportation, bus, bikes, scooters.
---------	---



Priority #3

Parking limits

Reason:	Don't want people staying in the street parking spaces all day. limit time
---------	--

## Downtown Brantford Streetscaping Workshop

- 1) One problem that the seniors have is in going from the Beckett Building to the banks at Market St. and Darling is no seating to rest. This is not a problem for younger people but for someone with a walker or breathing problems it is.
- 2) Possibly single seats instead of benches that seem to make nice beds for some people.
- 3) I like to walk and being an older person lack of washroom facilities in the downtown for the public makes this very difficult. Also on the trails which I used to take often but switched to going down Colborne St. to Mohawk Park but gave that up since the pandemic started with all the business closed up or reduced services.
- 4) The wind on Colborne and Dalhousie St. is terrible due to the canyons formed by the buildings and wind breaks are a must if we expect to get any people out to enjoy are beautiful city.
- 5) The amount of money and time spent to beautify our parkade at the YMCA end and Market St. stairs is excellent but we have a seniors building at Bain and Wharfe St. which includes a senior center for the whole city and parking for the library that gets graffiti one or two flower beds planted every other year the rest left in dirt and filth on stairs and elevators.



6) I have met people in walking downtown that ask where something is and as I direct them I ask why they are visiting, and I'm pleasantly surprised when they say monuments and flower beds and definitely get the impression they would stay longer if comfort and amenities were more convenient.

7) new buildings self contained.  
water, sewage treatment, electric.



## Individual Exercise

**Key Points, Ideas, and Priorities:** What elements of streetscaping should be prioritized to help build a welcoming, accessible, and safe Downtown? Based on what you've discussed today, write down in the boxes below the top three priorities for building a destination Downtown. Please provide a reason next to each priority.

Priority #1

infrastructure

Reason:

underground infrastructure needs to be addressed prior to Street Scaping

Priority #2

new business  
out look.

Reason:

New world promote new types of business gear Street Scope to the use for business

Priority #3

pedestrian  
only area

Reason:

close off "Queen Street" on weekends (or seasonal) for pedestrian interest downtown.



PROPERTY LINE



Cafe Tables and Chairs  
Market Zone  
2.50m



Site  
Furnishings  
Zone  
1.25m



Bicycle Lane  
1.50m



Vehicular Lane  
3.25m



Vehicular Lane  
3.25m



Bicycle Lane  
1.50m



Site  
Furnishings  
Zone  
1.25m



Pedestrian  
Clearway Zone  
3.25m

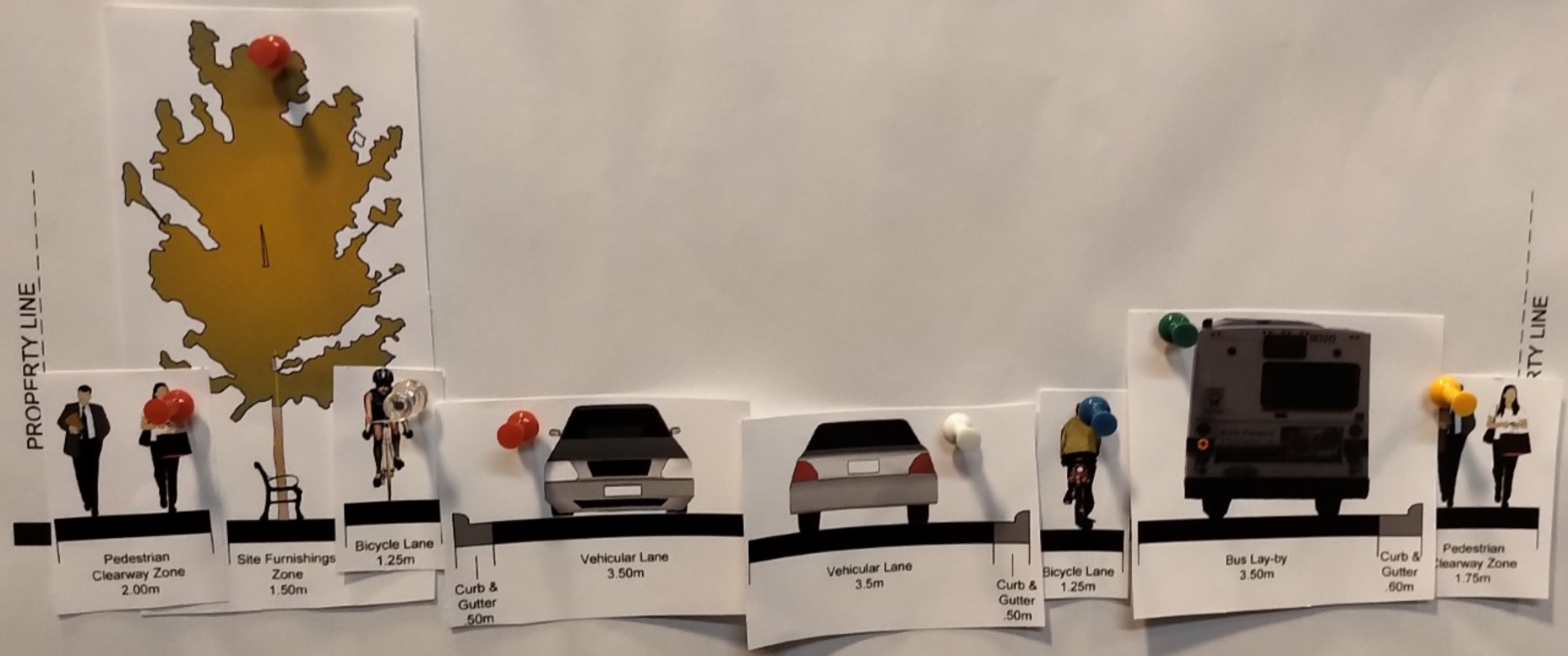
PROPERTY LINE

STREET ROW - 20M





STREET ROW - 20M



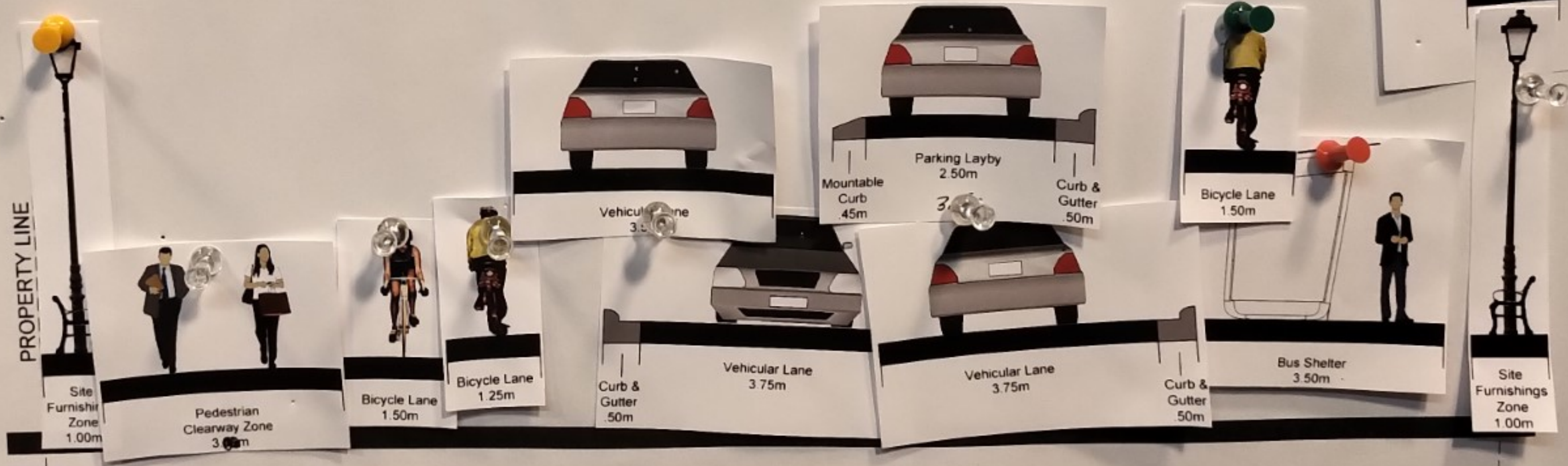
STREET ROW - 20M



PROPERTY LINE

PROPERTY LINE

STREET ROW - 20M

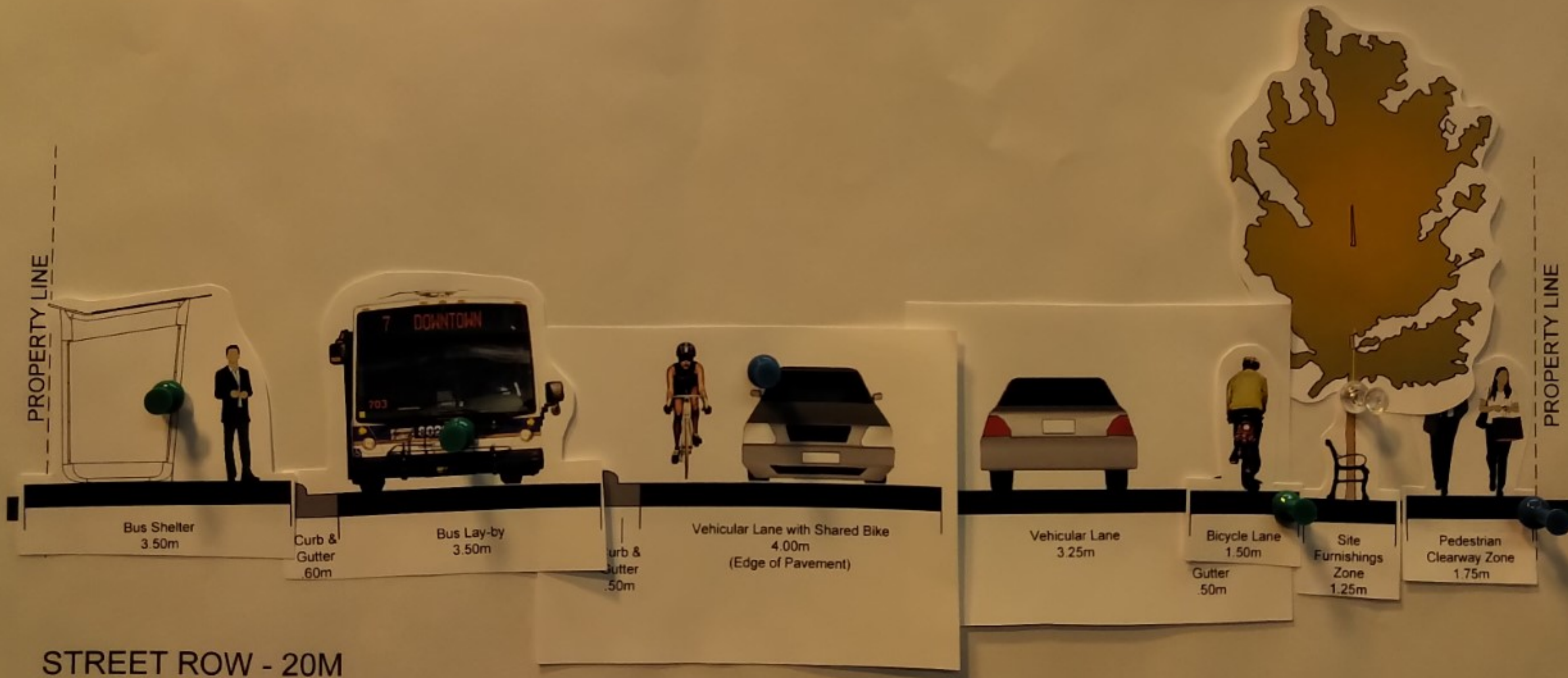


STREET ROW - 20M



## Questions to consider:

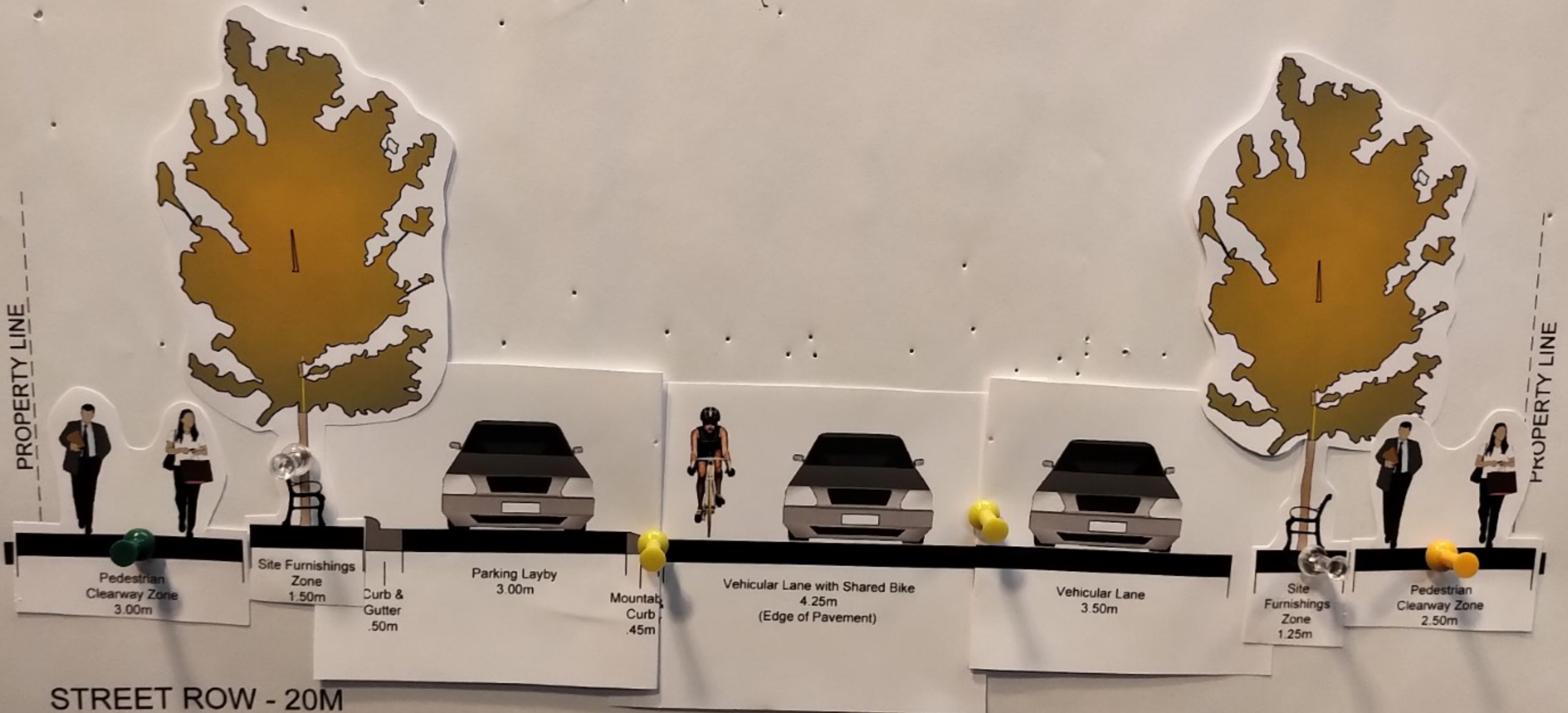
- Question 1 – Think about all of the items that are important to you, how many of them will fit? Keep in mind the ROW is only 20m.
- Question 2 – Are you considering the underground infrastructure? I.e., water mains, sanitary sewers, storm water collection.
- Question 3 – How would the cross section you are building affect your use of downtown?





STREET ROW - 20M

Gutter .60m      3.50m      Curb & Gutter .50m      4.00m (Edge of Pavement)      3.25m      Bicycle Lane 1.50m      Site Furnishings Zone 1.25m      Pedestrian Clearway Zone 1.75m



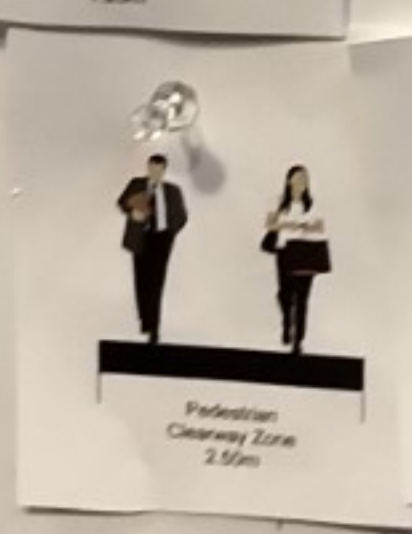




W - 20M



PROPERTY LINE



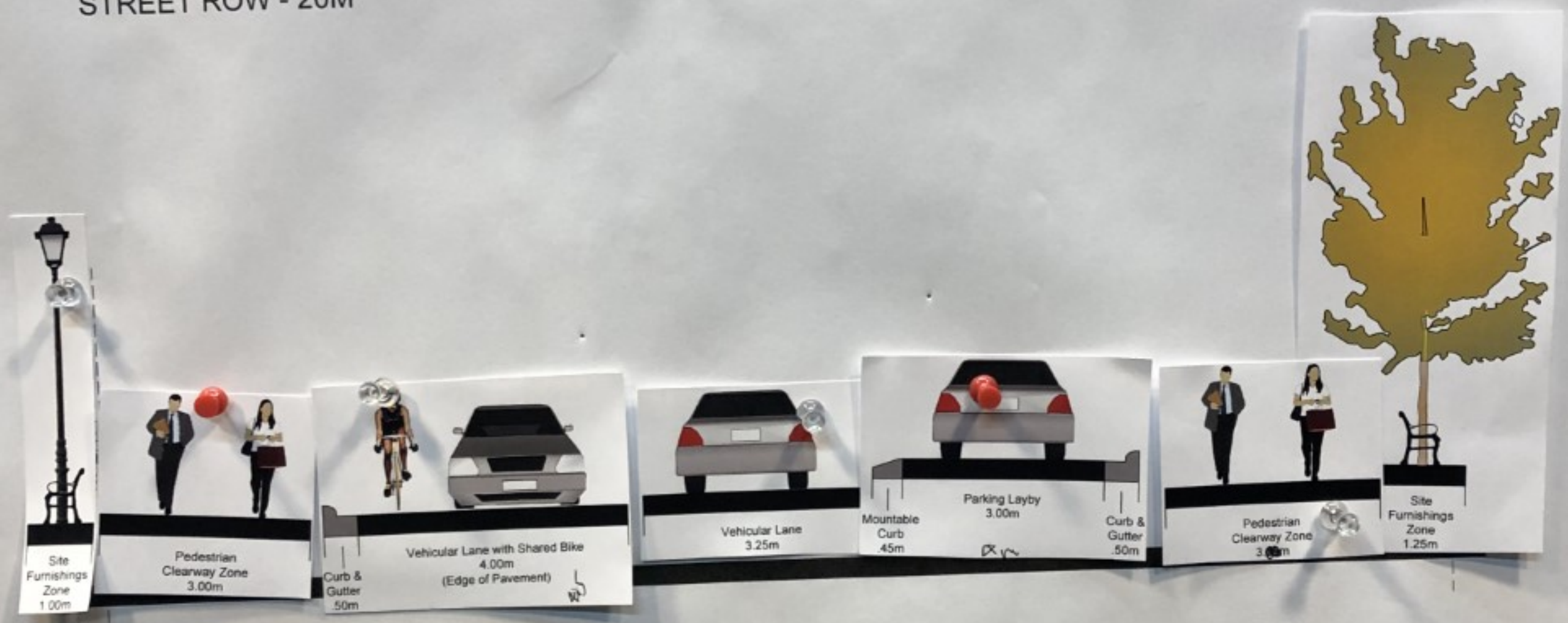
STREET ROW - 20M



PROPERTY LINE

PROPERTY LINE

STREET ROW - 20M



STREET ROW - 20M



PROPERTY LINE

PROPERTY LINE

STREET ROW - 20M



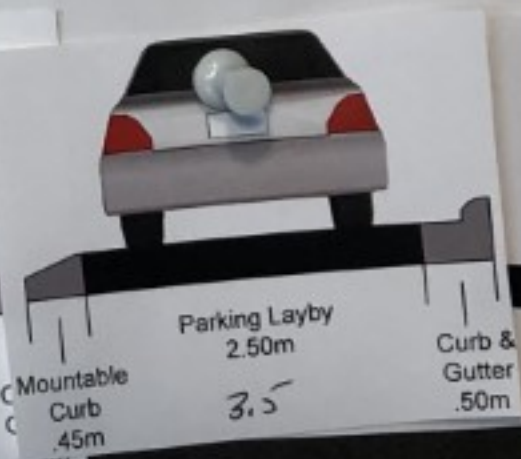
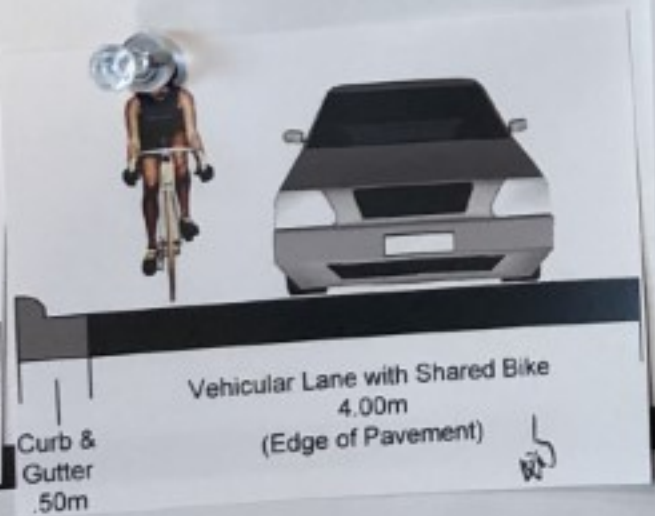
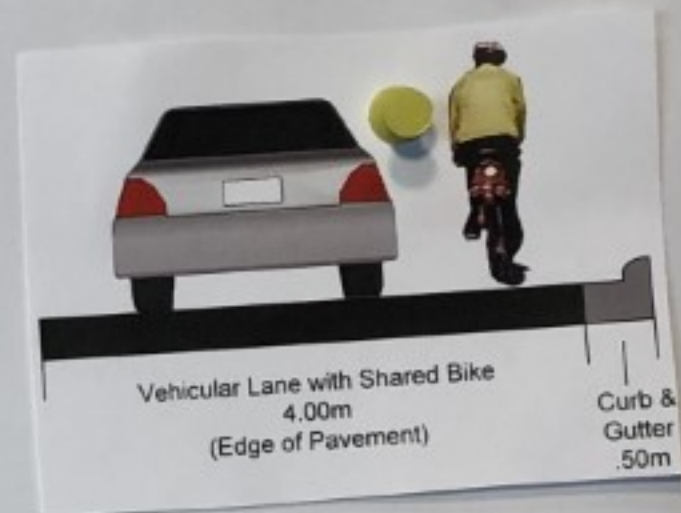
STREET ROW - 20M



PROPERTY LINE

PROPERTY LINE

### STREET ROW - 20M



### STREET ROW - 20M



PROPERTY LINE

PROPERTY LINE

STREET ROW - 20M

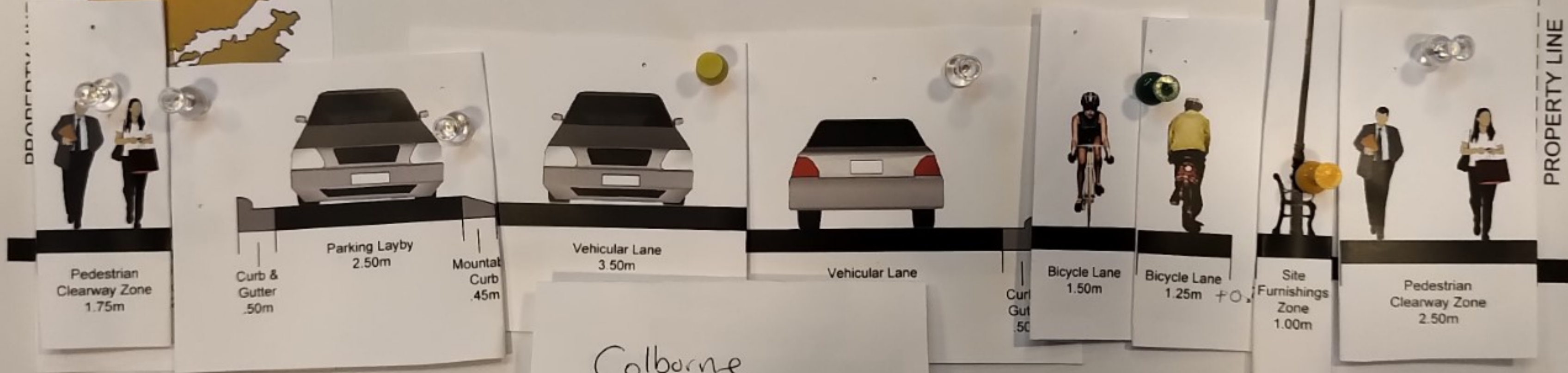


STREET ROW - 20M



Pedestrian Clearway Zone 1.75m  
 Cafe Tables and Chair Market Zone 2.50m  
 Site Furnishings Zone 1.50m  
 Curb & Gutter .50m  
 Vehicular Lane with Shared Bike 4.00m (Edge of Pavement)  
 Vehicular Lane with Shared Bike 4.00m (Edge of Pavement)  
 Curb & Gutter .50m  
 Site Furnishings Zone 1.50m  
 Pedestrian Clearway Zone 3.25m

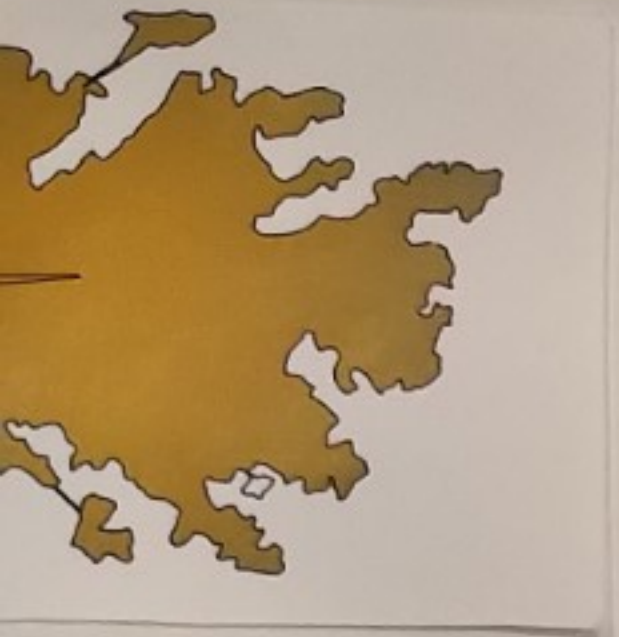
STREET ROW - 20M



Colborne

STREET ROW - 20M

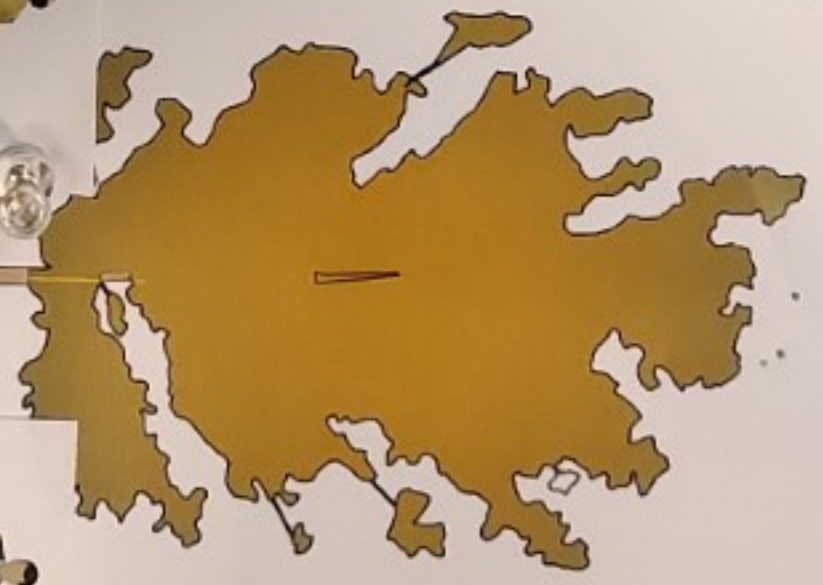
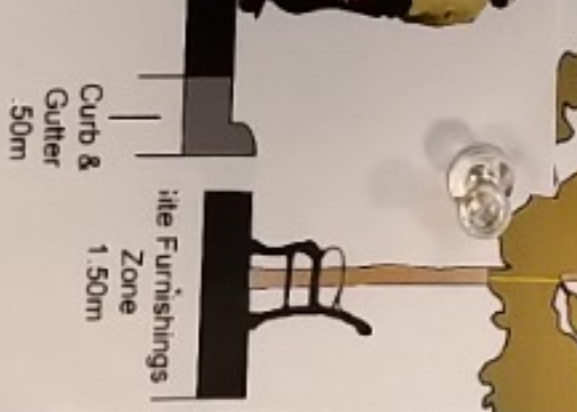
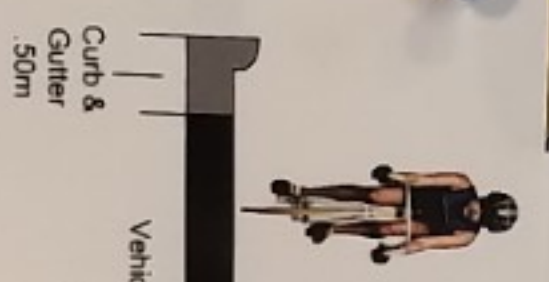




STREET ROW - 20M



RTY LINE



PROPERTY LINE

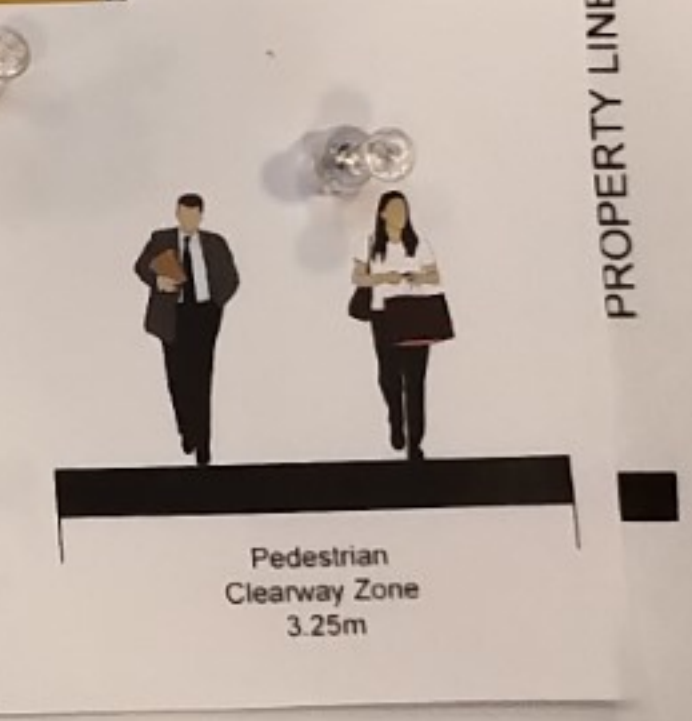
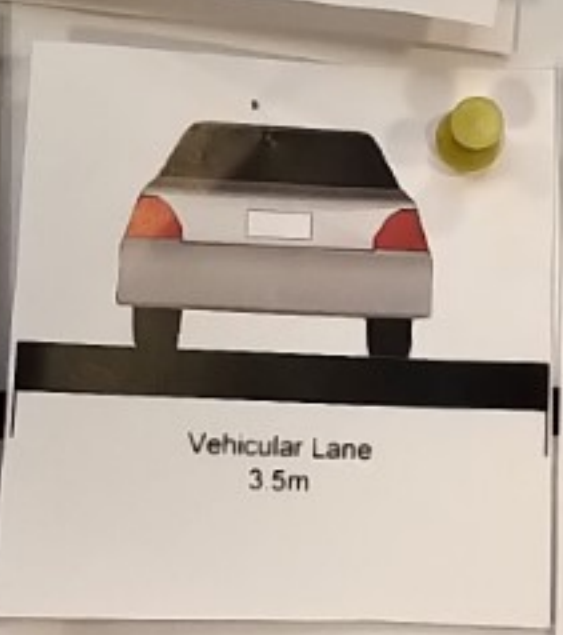
Dahlousie



PROPERTY LINE



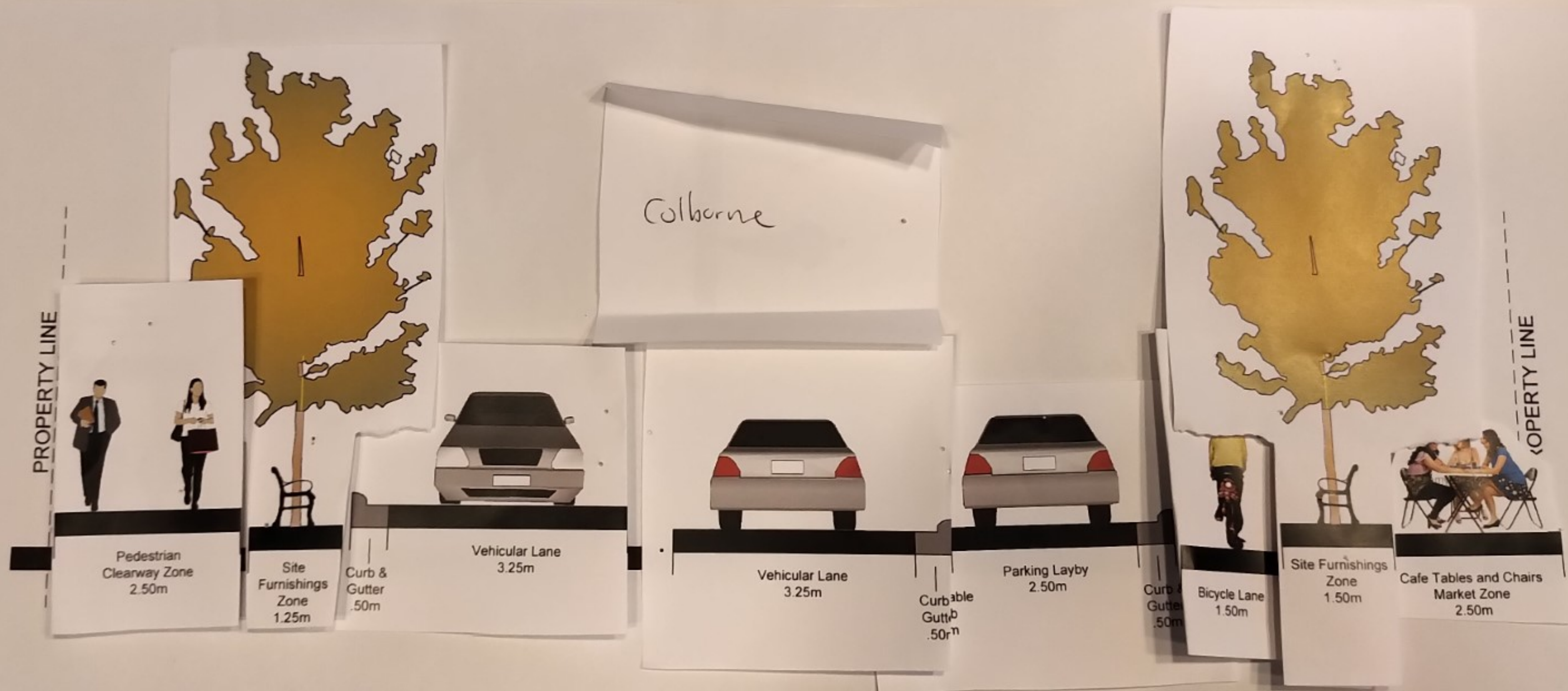
~~Colborne~~  
Queen St.



PROPERTY LINE

STREET ROW - 20M





STREET ROW - 20M



Site Furnishings Zone 1.25m

Mountable Curb .45m  
Parking Layby 2.50m  
Curb & Gutter .50m

STREET ROW - 20M



A  
R  
T

A  
R  
T

PROPERTY LINE

PROPERTY LINE



Pedestrian Clearway Zone 2.50m



Site Furnishing Zone 1.50m



Site Furnishings Zone 1.50m



Cafe Tables and Chairs Market Zone 2.50m



Pedestrian Clearway Zone 3.00m

Queen St

STREET ROW - 20M



CITY OF  
**BRANTFORD**

PROPERTY LINE



Pedestrian  
Clearway Zone  
2.00m



Site  
Furnishings  
Zone  
1.25m



Vehicular Lane  
3.25m



Vehicular Lane  
3.75m



Parking Layby  
2.50m

Mountable  
Curb  
45m



Bicycle Lane  
1.25m



Site Furnishings  
Zone  
1.50m



Cafe Tables and Chairs  
Market Zone  
2.50m

PROPERTY LINE

STREET ROW - 2.0M

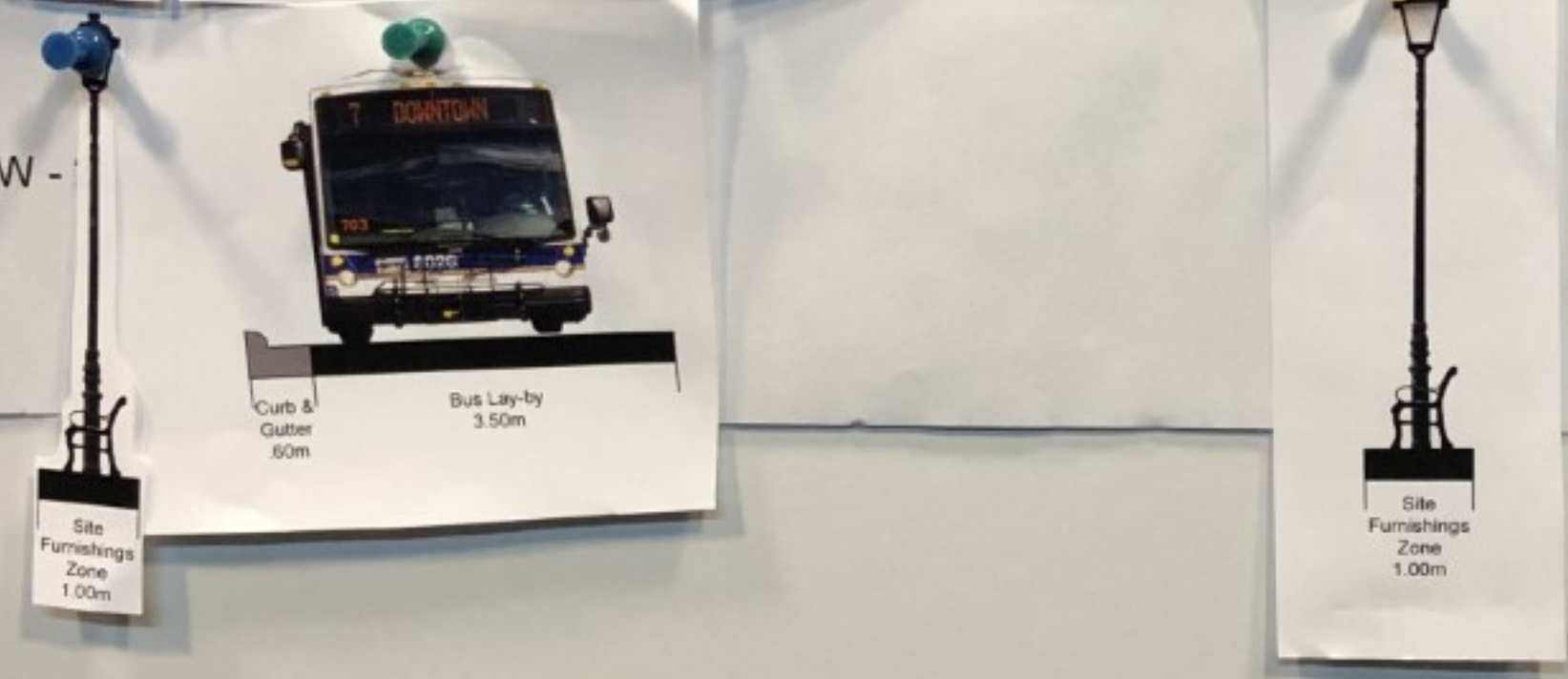
COLBORNE



STREET ROW - 20M



STREET ROW -





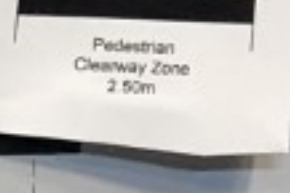
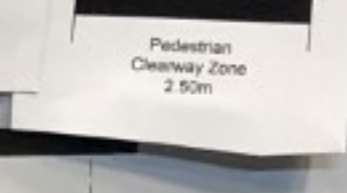
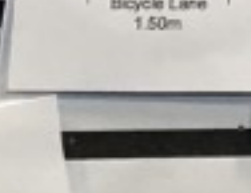
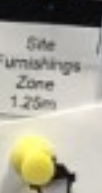
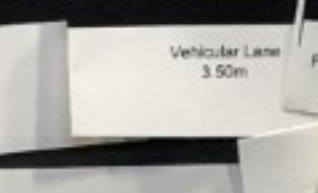
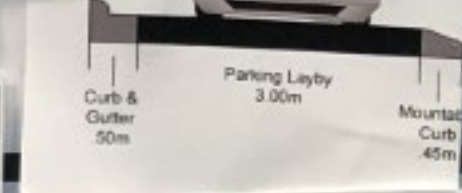
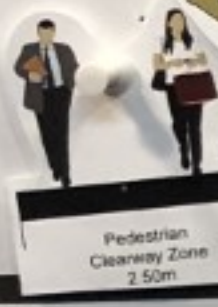
Queen



STREET ROW - 20M

Olbome/  
Dalhousie

PROPERTY LINE



STREET ROW -





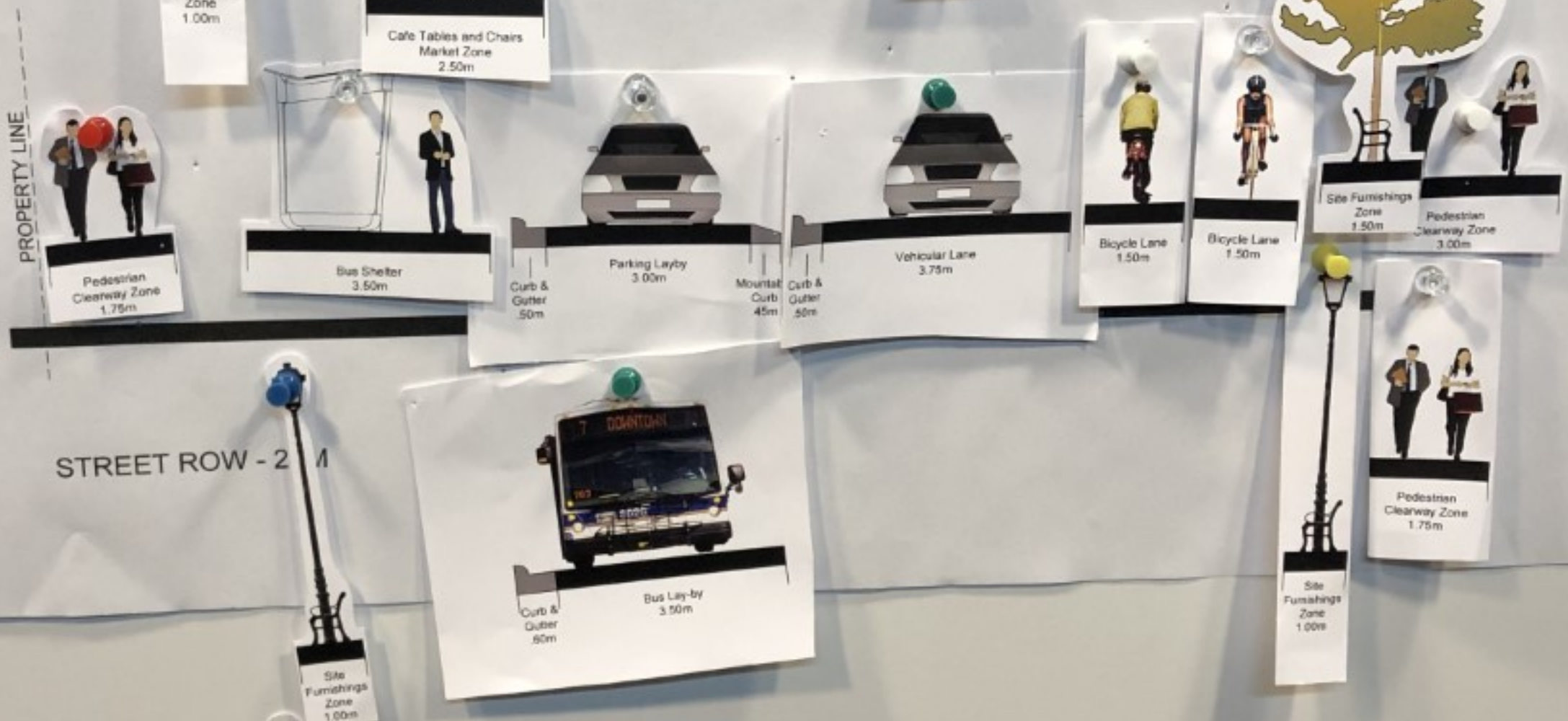
Queen



STREET F 20M



Osborne/Dalhousie

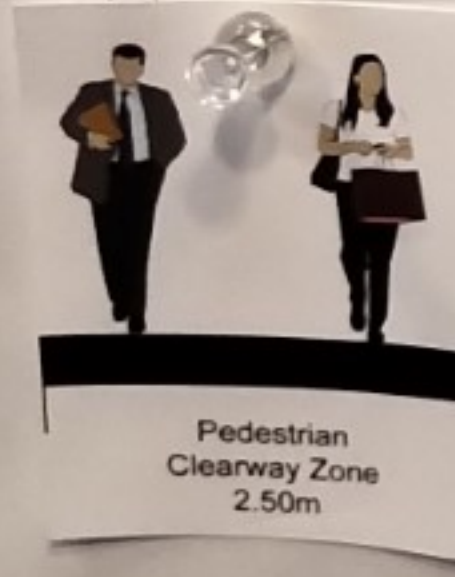


STREET ROW - 2 1





PROPERTY LINE



Pedestrian Clearway Zone 2.50m



Site Furnishings Zone 1.00m

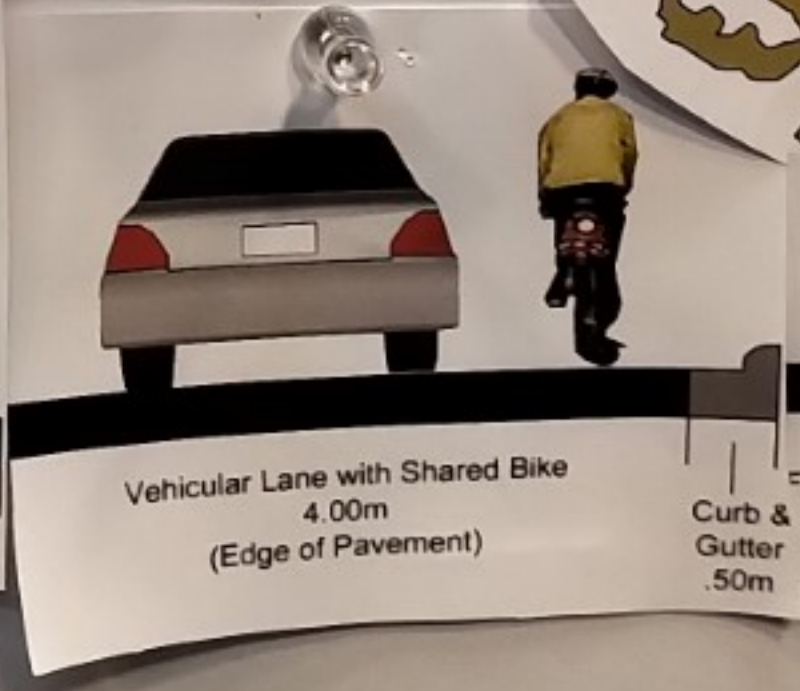


Parking Layby 2.50m  
Mountable Curb .45m  
Curb & Gutter .50m



Vehicular Lane 3.25m

Colborne



Vehicular Lane with Shared Bike 4.00m (Edge of Pavement)



Site Furnishings Zone 1.25m



Pedestrian Clearway Zone 2.00m



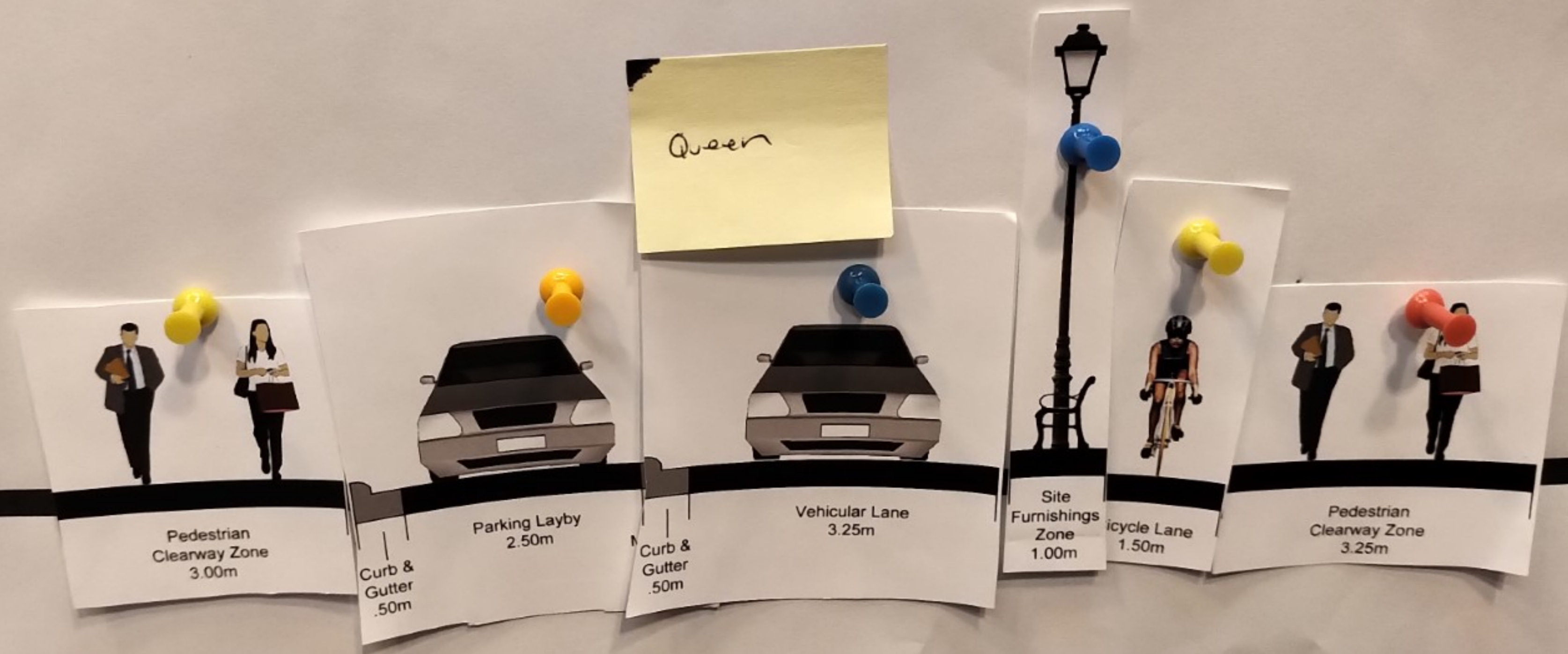
Cafe Tables and Chairs Market Zone 2.50m

PROPERTY LINE

STREET ROW - 20M



ROW - 20M

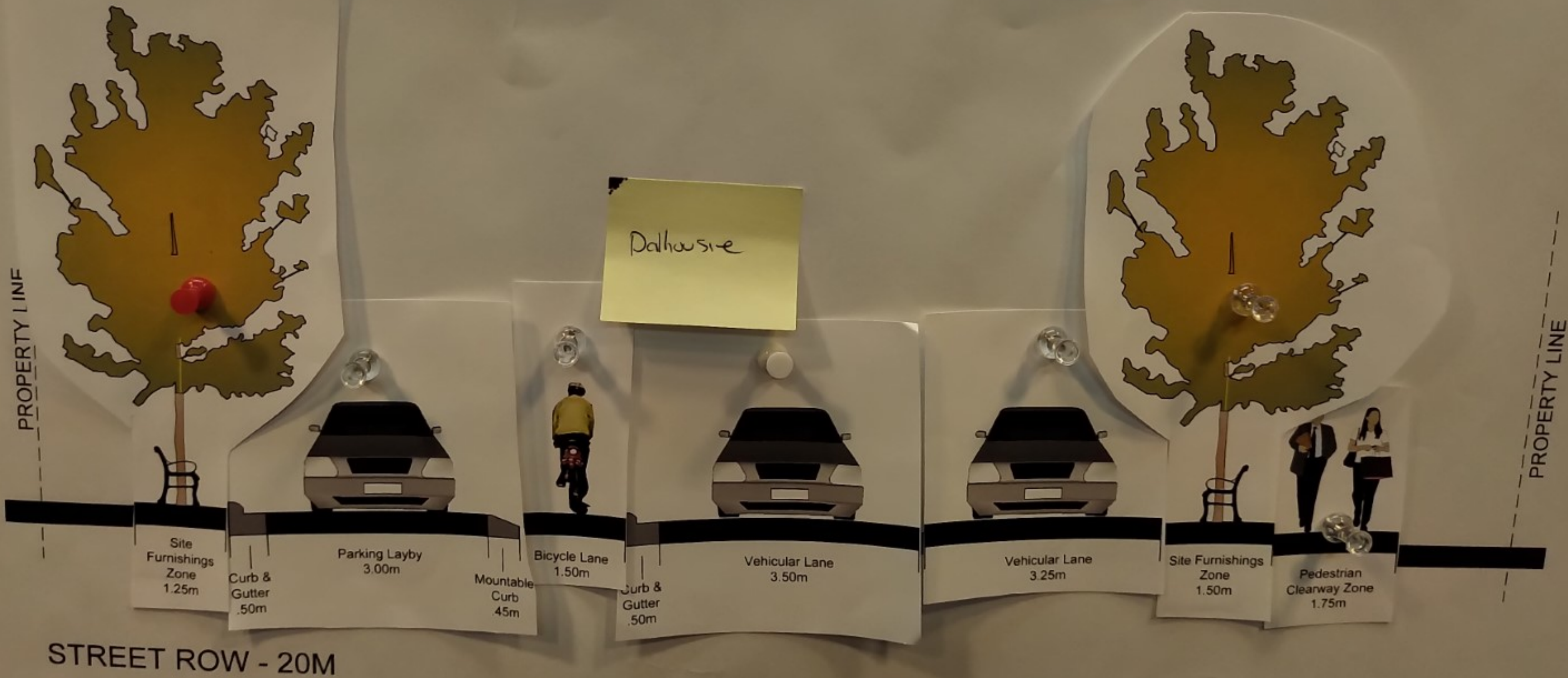


STREET ROW - 20M



• PIC#1

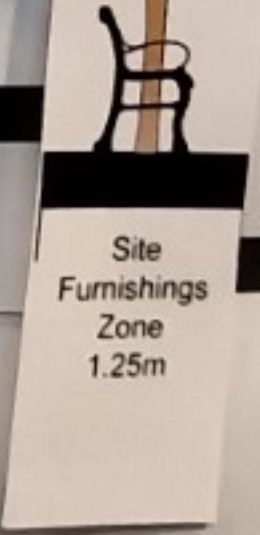
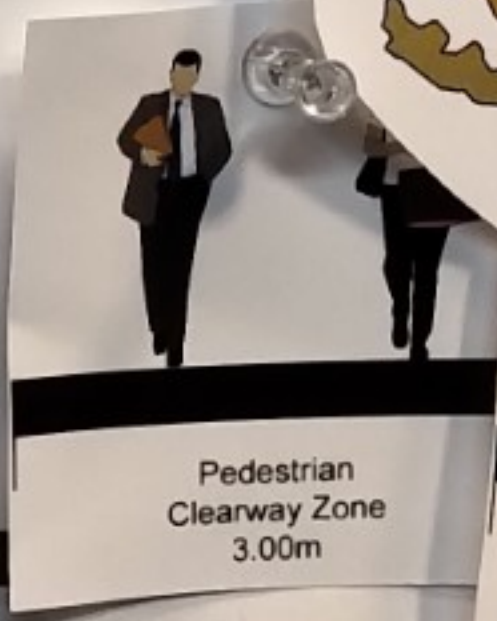
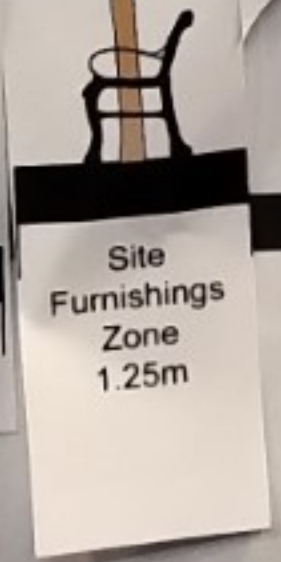
• Refine an alternative and hold a Project Team Meeting



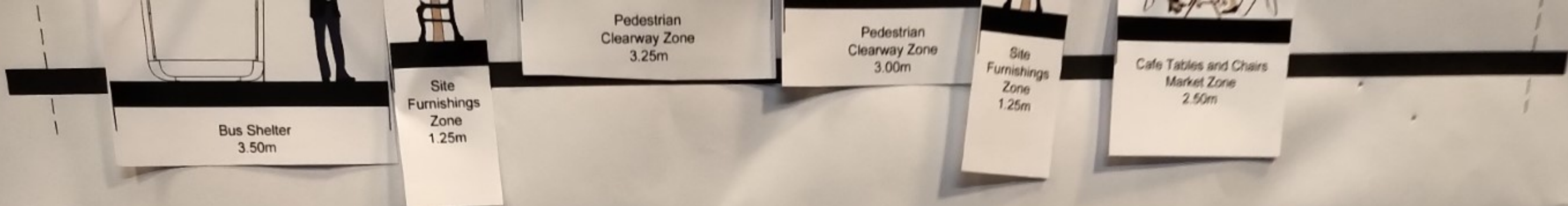


PROPERTY LINE

STREET ROW - 20M







Bus Shelter  
3.50m

Site  
Furnishings  
Zone  
1.25m

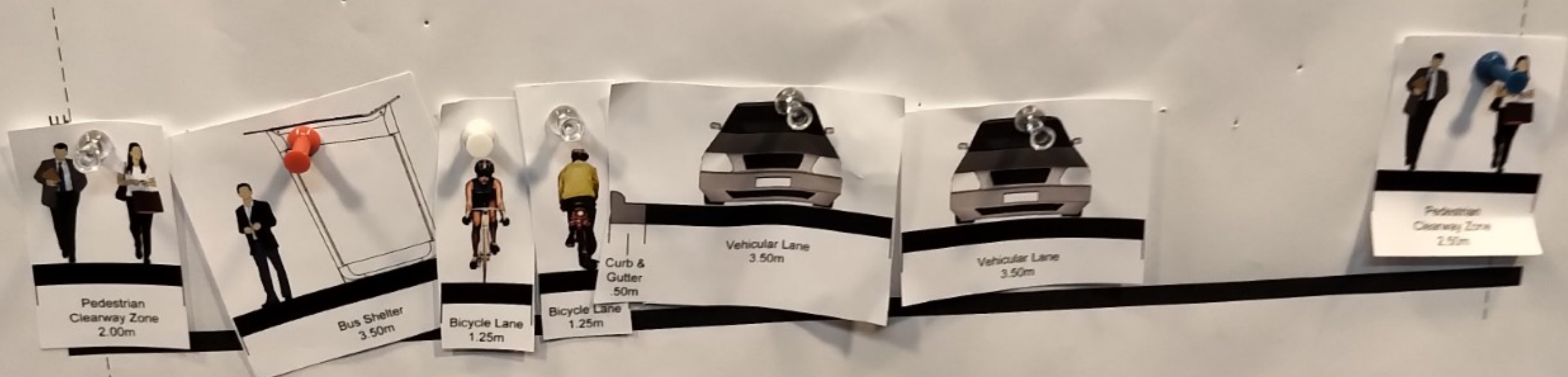
Pedestrian  
Clearway Zone  
3.25m

Pedestrian  
Clearway Zone  
3.00m

Site  
Furnishings  
Zone  
1.25m

Cafe Tables and Chairs  
Market Zone  
2.50m

STREET ROW - 20M



Pedestrian  
Clearway Zone  
2.00m

Bus Shelter  
3.50m

Bicycle Lane  
1.25m

Bicycle Lane  
1.25m

Curb &  
Gutter  
50m

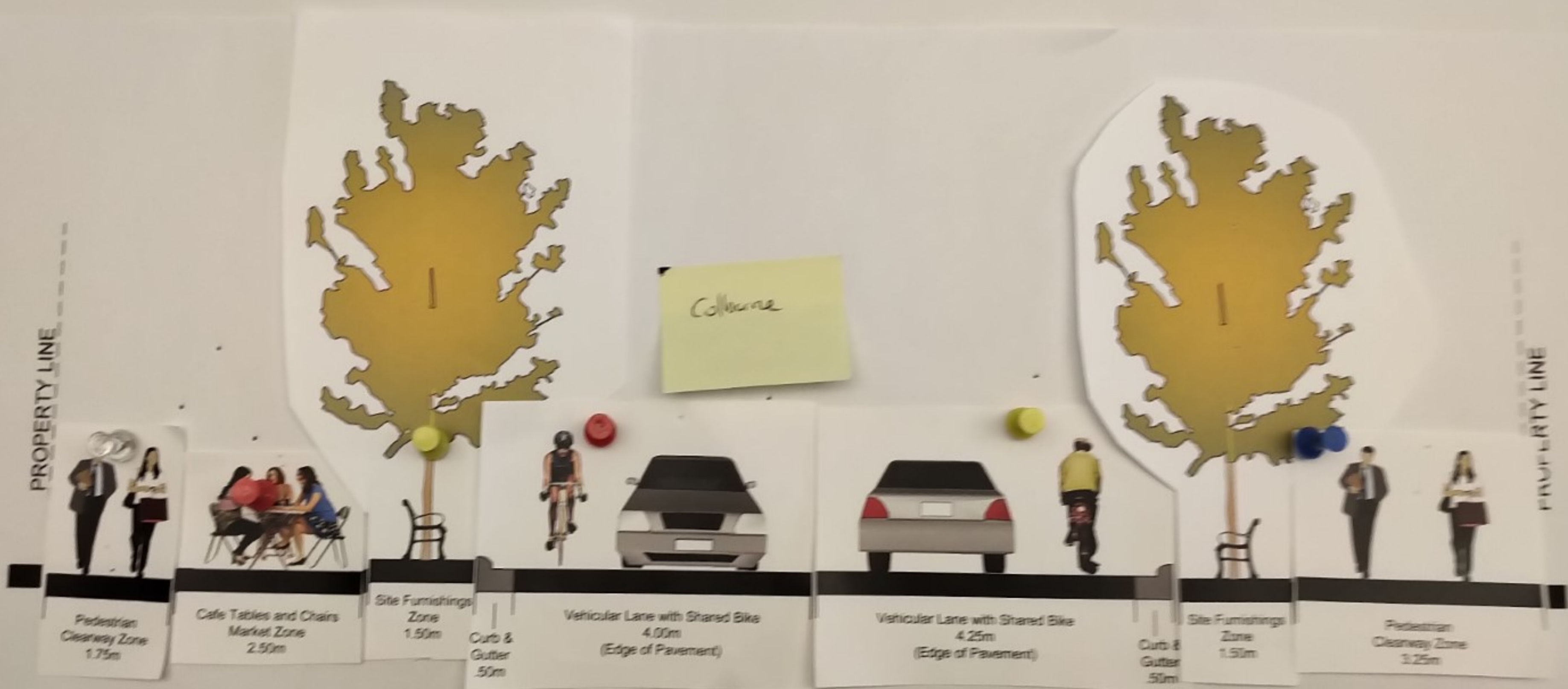
Vehicular Lane  
3.50m

Vehicular Lane  
3.50m

Pedestrian  
Clearway Zone  
2.50m

STREET ROW - 20M





College

PROPERTY LINE

PROPERTY LINE

Pedestrian Clearway Zone  
1.75m

Cafe Tables and Chairs Market Zone  
2.50m

Site Furnishings Zone  
1.50m

Curb & Gutter  
.50m

Vehicular Lane with Shared Bike  
4.00m  
(Edge of Pavement)

Vehicular Lane with Shared Bike  
4.25m  
(Edge of Pavement)

Curb & Gutter  
.50m

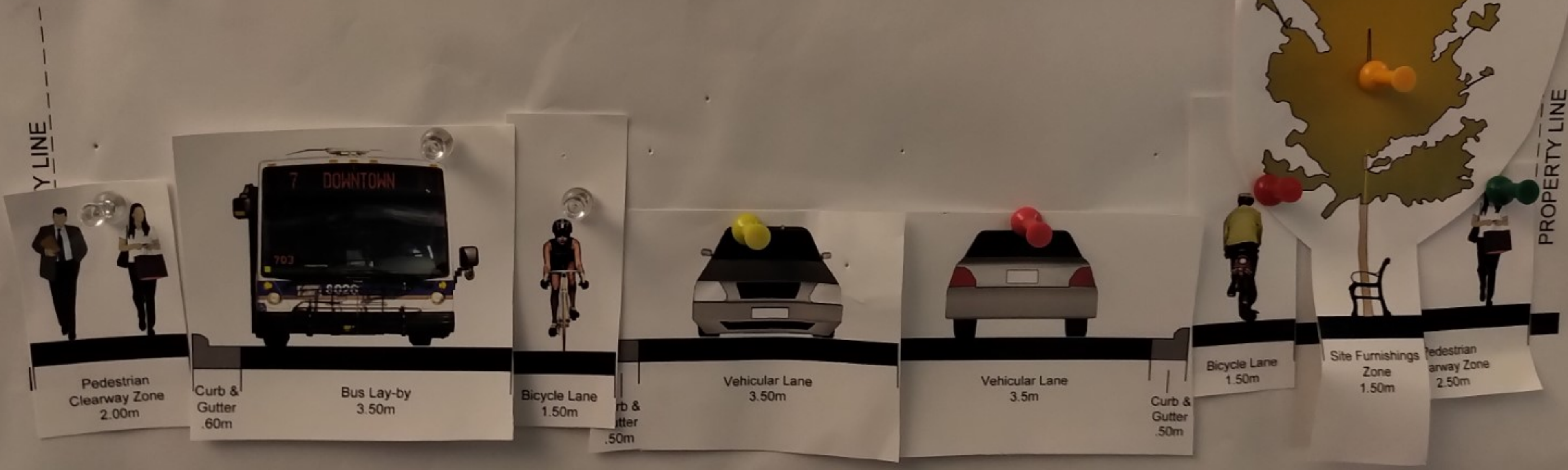
Site Furnishings Zone  
1.50m

Pedestrian Clearway Zone  
3.25m

STREET ROW - 20M



- PIC#1
- Refine an alternative and hold a Project Team Meeting
- PIC #2



STREET ROW - 20M



PROPERTY LINE

PROPERTY LINE

STREET F



STREET ROW - 20M



PROPERTY LINE



Cafe Tables and Chairs  
Market Zone  
2.50m

STREET ROW



PROPERTY LINE



Pedestrian  
Clearway Zone  
3.25m



Site Furnishings  
Zone  
1.50m



Vehicular Lane  
3.50m



Vehicular Lane  
3.5m

Curb &  
Gutter  
.50m



Bicycle Lane  
1.25m



Bicycle Lane  
1.25m



Site  
Furnishings  
Zone  
1.00m

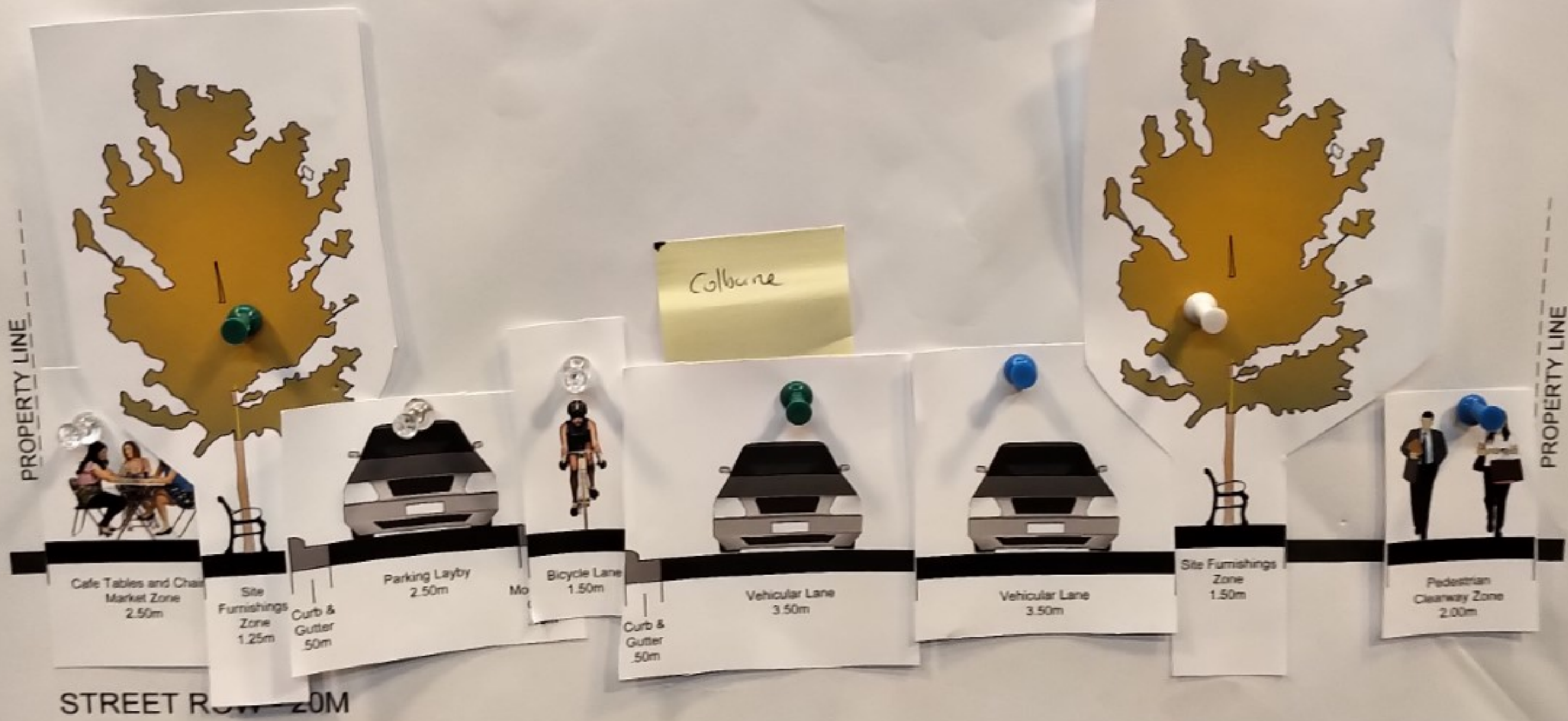


Pedestrian  
Clearway Zone  
3.00m

PROPERTY LINE

STREET ROW - 20M



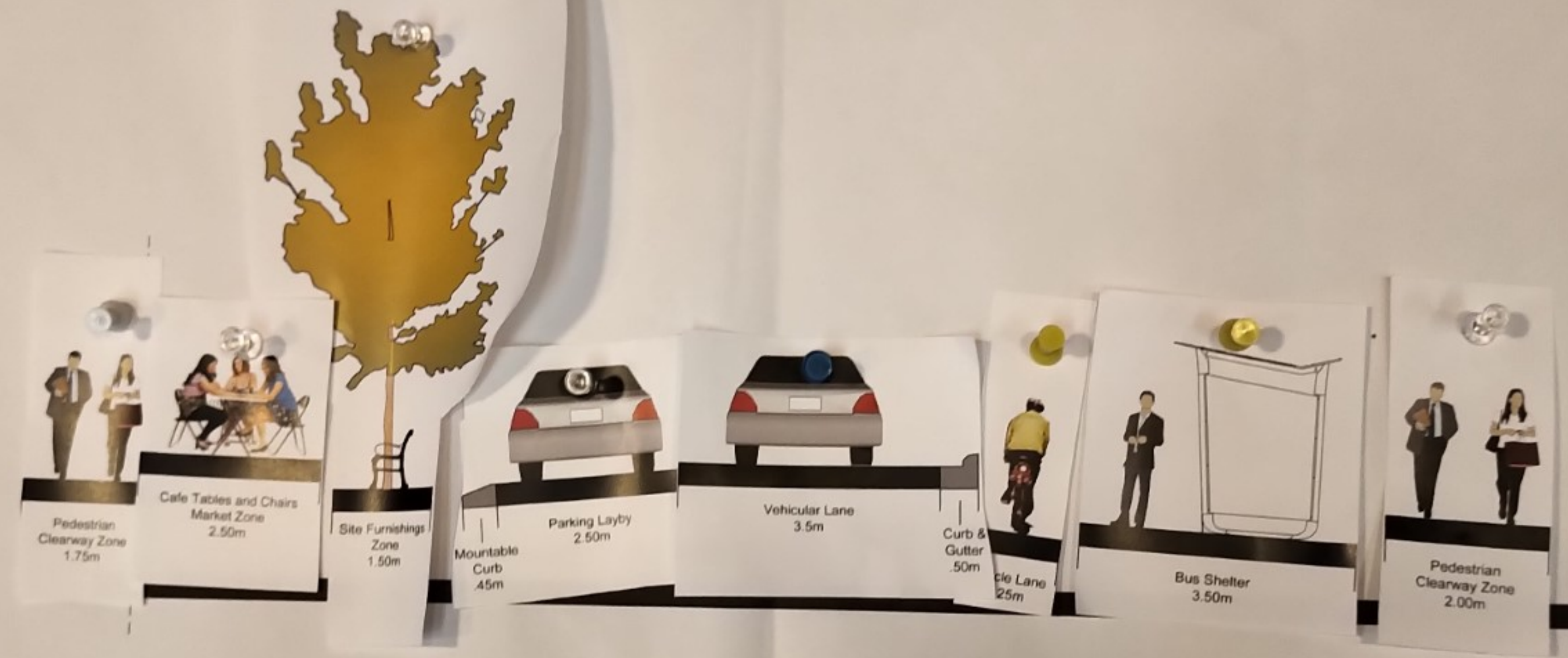




PROPER

PRO

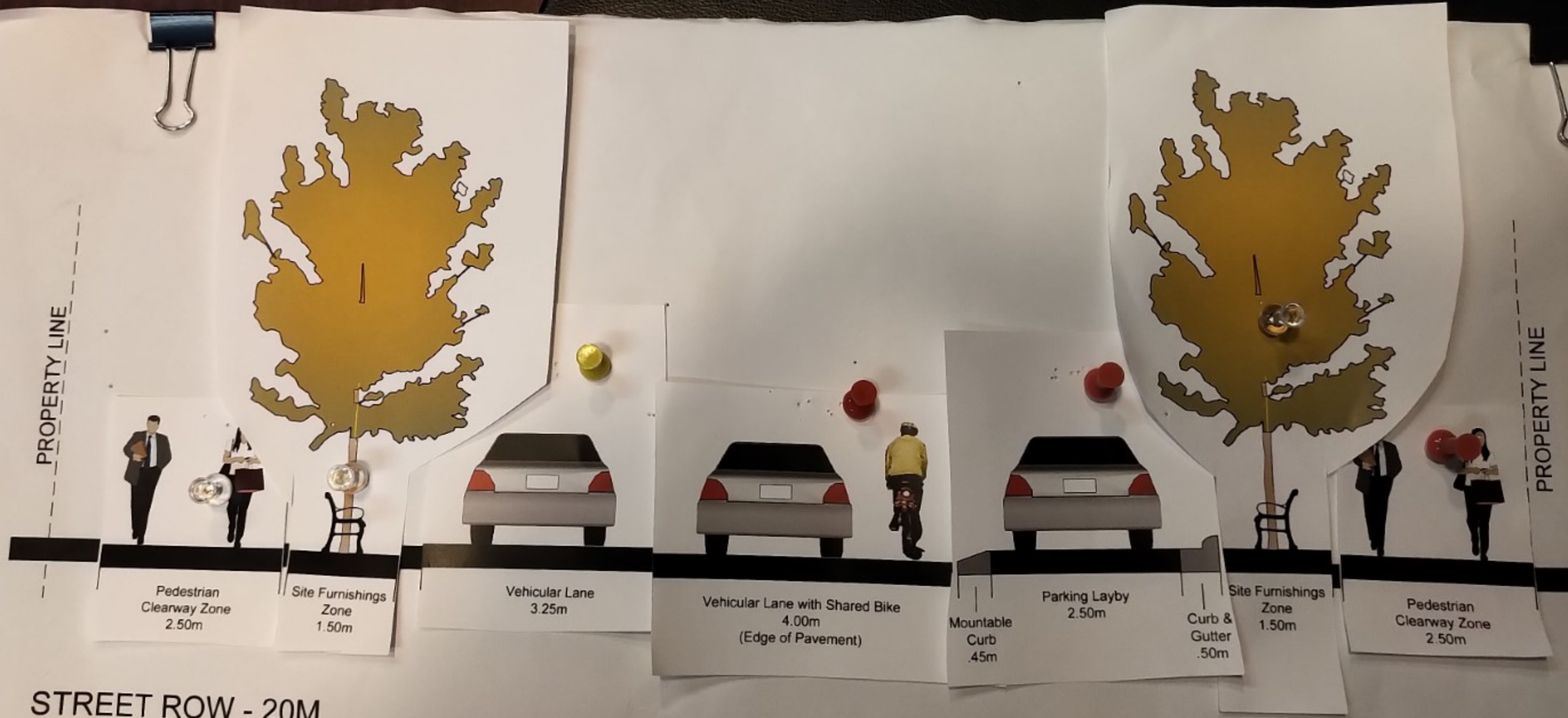
STREET ROW - 20M



STREET ROW - 20M

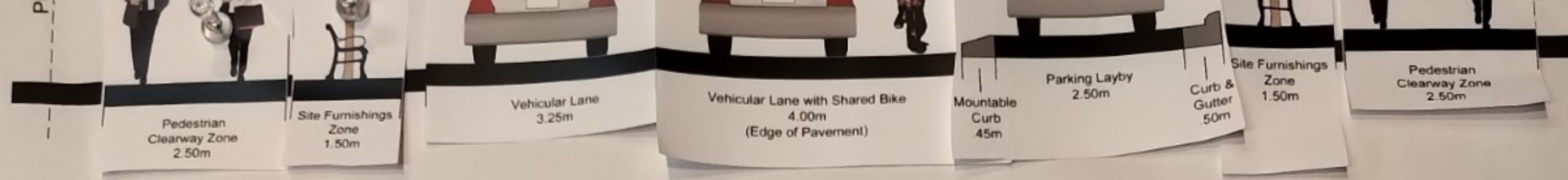
PROPERTY LINE



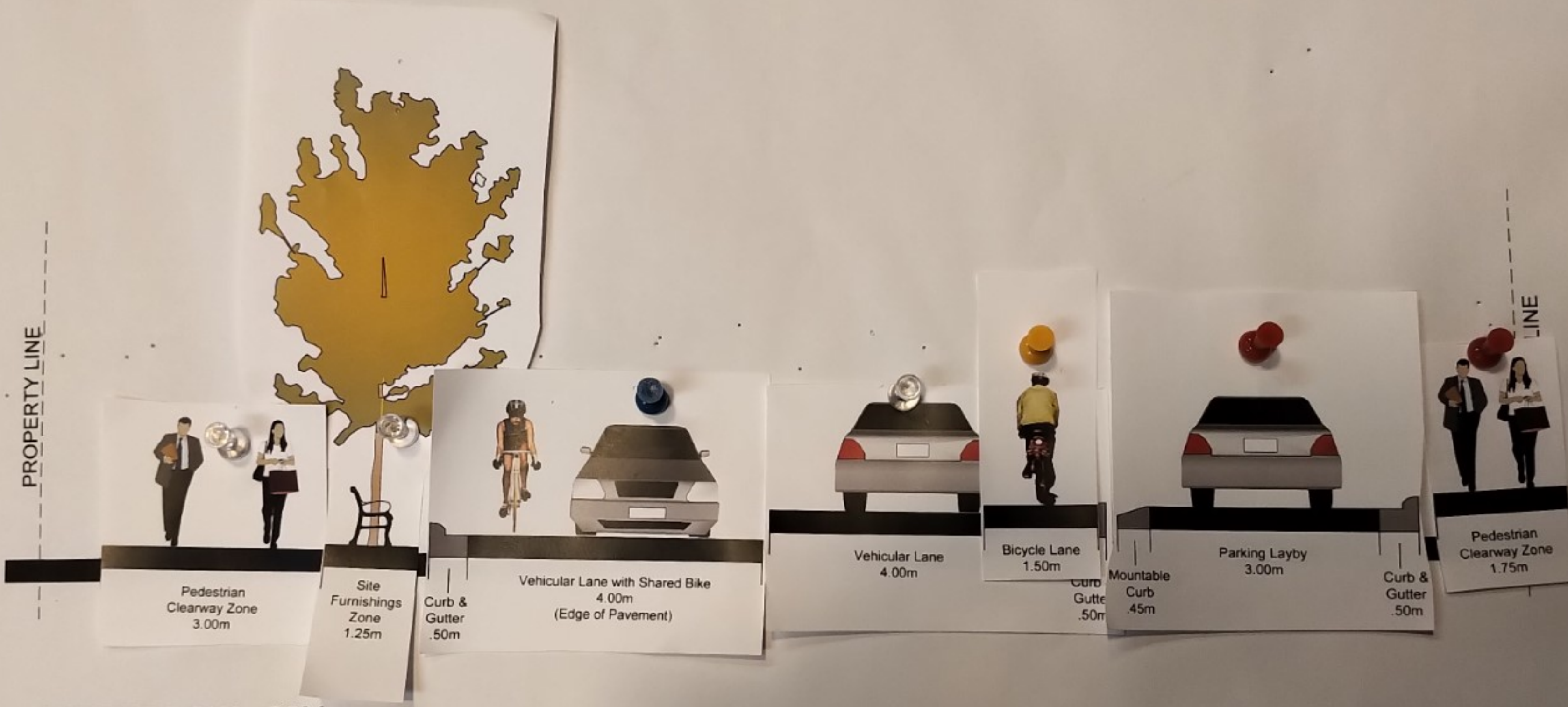


STREET ROW - 20M



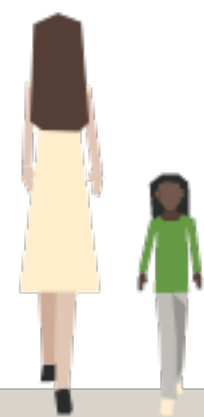


STREET ROW - 20M



STREET ROW - 20M

# Colborne St



2.3 m  
Sidewalk

1.2 m  
Bench

1.2 m  
Lamp

1.8 m  
Bike lane

2.5 m  
Drive lane

2.5 m  
Drive lane

1.8 m  
Bike lane

2.1 m  
Parking lane

1.2 m

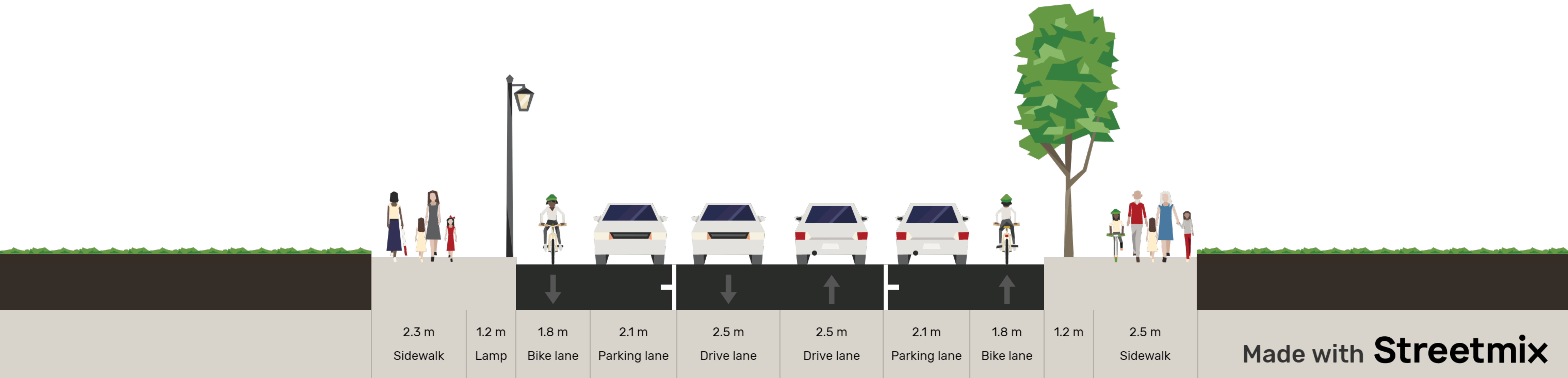
1.2 m  
Bench

2.2 m  
Sidewalk

Made with **Streetmix**



# King



Made with **Streetmix**

# Queen



2.5 m  
Sidewalk

1.3 m

1.8 m  
Bike lane

2.5 m  
Drive lane

2.1 m  
Parking lane

1.3 m  
Lamp

2.5 m  
Sidewalk

Made with **Streetmix**