



APPENDIX P

Recommendation Report to Council

Date: 2017-05-03

Subject: **Recommendation Report and Budget Amendment - Downtown Streetscape Environmental Assessment Study - Wards 1 and 3**

Contact: Inderjit Hans, Senior Project Engineer, Capital Works, Public Works and Engineering (905-874-5587) inderjit.hans@brampton.ca

Recommendations:

1. That the report from Inderjit Hans, Senior Project Engineer, Capital Works, Public Works and Engineering Department, dated May 3, 2017, to the Committee of Council Meeting of May 31, 2017, re: **Recommendation Report and Budget Amendment - Downtown Streetscape Environmental Assessment Study – Wards 1 and 3 (EA16-3130-231)** be received; and
2. That Council approve the Environmental Assessment’s recommended alternative to reconfigure the right-of-way of Main Street from Nelson Street East to Wellington Street and Queen Street from Mill Street South to Chapel Street with the following layout:
 - One vehicular lane and one bicycle lane in each direction;
 - Widened sidewalks on both sides; and
 - Removal of dedicated on-street parking; and
3. That Council approve a budget amendment of \$400,000 to project #173610-004 with funding transferred from Reserve #4 – Asset Replacement in order to retain an engineering consultant to prepare the detailed design of the recommended alternative to meet the Region of Peel’s Downtown Capital Project Phase 1 tender timelines.

Overview:

- In May 2016, Council directed staff to undertake actions to ensure restoration works associated with the Region of Peel’s Downtown Capital Project Phase 1 to provide increased walkability and pedestrian capacity.
- In November 2016, a Notice of Study Commencement was issued for a Schedule “C” Environmental Assessment to improve the streetscape in the downtown on

Main Street between Nelson Street East and Wellington Street and on Queen Street between Mill Street South and Chapel Street.

- The Environmental Assessments recommended alternative is to reconfigure Main Street and Queen Street within the study area limits to one vehicle and one bicycle lane in each direction, widen sidewalks on both sides, and remove dedicated on-street parking.
- The estimated cost for the detail design of the recommended alternative is \$900,000 (pre-tax). Approved funds are available in capital project #173610-004 in the amount of \$500,000. An estimated budget shortfall is \$400,000.
- The recommended alternative will be incorporated in the Region of Peel's contract for the Downtown Capital Project Phase 1, for which construction is to begin in Spring 2018.
- The Environmental Study Report will be filed for a mandatory 30-day public review period after the resolution of this report.

Background:

In May 2016, Council directed staff to undertake necessary actions to ensure the restoration works associated with the Region of Peel's Downtown Capital Project Phase 1 to provide for increased walkability and pedestrian capacity specifically along Main Street from Nelson Street to Wellington but to also improve other areas as appropriate.

Staff initiated the Environmental Assessment (EA) study under the *Ontario Environmental Assessment Act* for streetscape improvements on Main Street between Nelson Street East and Wellington Street and on Queen Street between Mill Street South to Chapel Street due to capacity changes and cost. A Notice of Study Commencement was issued on November 24, 2016 for a Schedule "B" project as outlined in the Municipal Class EA document. The study was then re-categorized as Schedule "C" due to the increased estimated costs for underground and above ground infrastructure improvements.

Per Schedule "C" requirements, two (2) Public Information Centres (PIC) were held at the Rose Theatre on February 23, 2017 and April 27, 2017. Staff also engaged with the Downtown Brampton Business Improvement Area (BIA) as well as other community stakeholders throughout the study process. The EA study is being coordinated with all the other on-going studies and projects in the downtown including the Queen Street Transit Master Plan, Riverwalk, and Active Transportation Master Plan.

In Spring 2018, the Region of Peel will begin construction of Phase 1 of a multi-year project that will replace aging infrastructure, reline existing sanitary sewers, and install new watermains and sanitary sewers. The focus of this phase is downtown Brampton, as per Attachment 1, with the following conservative limits that allow for traffic management during construction:

- Queen Street – Mill Street to Centre Street
- Main Street – Church Street to south of Wellington Street
- Chapel Street – Queen Street to Peel Street
- Moore Crescent; Mary Street – Queen Street to Moore Crescent
- Elizabeth Street – Queen Street to Wellington Street
- George Street – Queen Street to 50 metres south

Current Situation:

Downtown Brampton within the study limits has a restricted right-of-way of approximately 20-metres. In order to accommodate wider sidewalks, active transportation and create a place-making destination for Bramptonians; facilities such as dedicated on-street parking, loading zones and utilities have to be relocated to allow for this change.

Through public, agency, and stakeholder input, the recommended alternative cross-section for Main Street from Nelson Street East to Wellington Street and Queen Street from Mill Street South to Chapel Street is one vehicular lane and one bicycle lane in each direction, wider sidewalks on both sides, and removal of dedicated on-street parking (See Attachment 2). This cross section improves capacity for active modes, and generally enhances the pedestrian realm through the downtown core.

The limits of the Region of Peel's work, as described above, extend beyond the limits of the EA study. Therefore, as part of the overall construction work for streetscape improvements, staff recommends that resurfacing of Main Street and Queen Street match the limits of the Region of Peel's Downtown Capital Project Phase 1 and be implemented into the design and tender.

Theme and Concept:

Streetscape improvements will create an environment where all modes of travel are accommodated, and enhancements are made for pedestrians and cyclists. The street design will create a flexible area that when closed to vehicles will be able to easily transform into event and festival space and wider sidewalks will encourage outdoor retailing and cafes. See Attachments 3 through 6 for more detail.

The design along City Hall and Garden Square will integrate those spaces into the streets to allow them to expand for special events. Lower curb profiles will make it easy for people to walk around the street during these events and the provision of infrastructure will provide the opportunity for a wide range of programming.

Downtown Brampton has a variety of traditional and contemporary architecture reflective of the evolution of downtown over many years. The design intent of the streetscape

improvements is to use a contemporary design approach but with materials, colour and styles that will respect and complement the architectural variety found in downtown.

The palette of streetscape elements, trees and materials will be selected to provide a consistency and richness to downtown. New lighting will create an enhanced nighttime experience and the opportunity for seasonal changes.

Parking:

Staff recommends removing dedicated on-street parking on both Main Street and Queen Street within the study limits to accommodate wider sidewalks and bicycle lanes. The five (5) parking garages downtown have enough capacity during peak times throughout the year to accommodate on-street parking needs (see Attachment 7). One accessible parking spot will be provided adjacent to City Hall on Main Street and others will be located in various locations throughout downtown.

Loading Zones:

Staff recommends that loading zones be relocated from Main Street and Queen Street to the City-owned laneways within the downtown (see Attachment 8). This will allow for continuous, unimpeded cycle lanes and provide for wider pedestrian sidewalks. It was determined that loading zones on Main Street and Queen Street in the context of the recommended cross-section would cause unacceptable delays to traffic and transit, and could increase vehicular and pedestrian/cyclist interactions. To allow for larger trucks, provisions will be made to implement one loading zone on Main Street adjacent to City Hall.

Cycle Lanes:

At PIC #2, input from the public was requested specifically on the layout of the bicycle lanes. The feedback received indicated a preference for “raised” bicycle lanes, at grade with the sidewalk, with a mountable curb creating a separation from the vehicular lane. Cyclists will be separated from pedestrians by a street furniture zone that will house street trees, garbage receptacles, benches, street lights, bollards, etc. This cycling infrastructure through the downtown will enhance active transportation connectivity, and create favourable conditions to encourage new and experienced cyclists to visit the downtown, and to ride through it in a safe and attractive environment.

Traffic:

By reconfiguring Main Street and Queen Street to one-lane in each direction, traffic is expected to slow down within the study area, which is typical in a downtown environment. It is also expected that some traffic will re-route to by-pass the downtown area. The traffic impact study conducted through the EA finds side street impacts are

within an acceptable range. Staff will continue to monitor the traffic operations in the downtown and surrounding areas after implementation of the recommended alternative.

Transit:

On-going coordination with the Queen Street Transit Master Plan is taking place and the recommended alternative of the EA provides for lanes wide enough to accommodate transit movement. A recommendation from the study is to remove the trellis structure in Ken Whillans Square to utilize the space by relocating the Zum shelter in this area. This will allow for wider sidewalks, a continuous cycle lane and a smooth transition from the sidewalk into the Square. At Nelson Street, there may be an opportunity to relocate the Zum shelter from under the CN bridge. This will be investigated further during detail design but is dependent on the availability of land in the area.

Laneways:

Currently there are laneways under various ownership in the downtown area that have the potential to be utilized for loading zones as well as waste removal. Although laneways are not in the scope of the study, the EA will recommend that a more in depth study be completed on integrating the laneways into the streetscape improvements.

Cost:

The cost of the streetscape work alone is estimated to be in the order of \$25M. As detail design progresses, staff will develop a comprehensive project budget to include streetscape civil work and tunnel remediation for the 2018 capital budget submission.

The estimated cost for detail design of the streetscaping improvements is \$900,000 (pre-tax). Approved funds are available in capital project #173610-004 in the amount of \$500,000. Staff is requesting a budget amendment in the amount of \$400,000 to project #173610-004 in order to retain an engineering consultant for the detailed design of the recommended alternative.

Environmental Assessment Process:

The Environmental Study Report (ESR) will be filed for a mandatory 30-day public review period. During this period a person or party may request that the Minister of the Environment and Climate Change make an order to comply with the Part II of the Environmental Assessment Act.

Corporate Implications:

Financial Implications:

Funding for this initiative is available in Project #173610-004-Project Design. However, a budget amendment will be required in the amount of \$400,000 with a transfer from the Reserve #4 – Asset Replacement in the amount of \$400,000.

Project #	Prog #	Budget	Budget Amendment	Revised Budget	Expenditures and/or Commitments to Date**	Balance Available	Amount Required*	Budget Balance Remaining*
173610	004	\$500,000	\$400,000	\$900,000	\$45,332	\$854,668	\$915,840	\$-61,172

*Includes the 1.76% HST impact.

** Sufficient funding is available at the project level

Additional funding for streetscape improvements in the order of \$25 million will be requested as part of the 2018 capital budget submission, pending Council approval.

Traffic Implications:

As a result of the recommended alternative various amendments to Traffic By-law 93-93 will be required. Staff will report to an upcoming meeting of council with the recommended amendments.

Economic Implications:

The downtown farmers' market and signature events planned and executed by the Festivals and Special Events Division within Economic Development and Culture promote and support local businesses and bring neighbors together, thus increasing local social capital and providing a vibrant hub for commerce and creativity in our downtown urban centre. The Region of Peel's Downtown Capital Project Phase 1, set to begin in Spring 2018, will temporarily displace the weekly market, and potentially impact the usual location of the signature events. In an effort to maintain consistency and sustain the success of these events, staff are reviewing alternative downtown locations, with a plan to return to all events to their usual locations once the work is complete.

Strategic Plan:

This report achieves the Strategic Plan priorities through Move and Connect and Strong Communities by investing in new infrastructure, maintaining a state of good repair and creating connected spaces in the heart of the city for people to live, work and play.

Conclusion:

Staff recommends acceptance of the alternative as recommended by the EA study and that detail design proceed in order to include these works into the Region of Peel's Downtown Capital Project Phase 1 tender.

Original signed by:

Original signed by:

Inderjit Hans, P.Eng.
Senior Project Engineer,
Capital Works

Jayne Holmes, P.Eng.
Director, Capital Works

Attachments:

1. Region of Peel Downtown Capital Project Phase 1 Map
2. Preferred Cross-section for Main Street and Queen Street
3. Landscape Concept Plan
4. Garden Square Concept Plan
5. Ken Whillans Concept Plan
6. Main and Queen Street Rendering
7. Parking Garage Map
8. Potential Loading Zone Map

Report authored by: Inderjit Hans, P.Eng.