

Date: 2021-09-15

Subject: **Downtown Revitalization Program (DRP) – Streetscaping Options, First Phase of the Integrated Downtown Plan (IDP)**

Contact: **Harry Persaud, P. Eng.**, Acting Manager of Engineering
Shahid Mahmood, B. Arch., M. Arch., Senior Supervisor (IDP)/Principal Planner
Compton Bobb, LEL, MCSCE, ENV SP, Senior Project Engineer, Higher Order Transit – EAs, Brampton Transit

Report Number: Public Works & Engineering-2021-939

Recommendations:

1. **That** the joint staff report from the Planning, Building & Economic Development, Public Works & Engineering and Transit Departments titled: **Downtown Revitalization Program (DRP) – Streetscaping Options, First Phase of the Integrated Downtown Plan (IDP)** to the Committee of Council Meeting of September 22, 2021, be received;
2. **That** Council considers the options included in this report to begin streetscaping work as part of the first phase of the immediate implementation of the broader Integrated Downtown Plan (IDP), including future plans and alignment designs for the LRT and in full coordination with the Region of Peel’s infrastructure work;
3. **That** a copy of the report titled “Downtown Revitalization (DRP) – Streetscaping Options, First Phase of Integrated Downtown Plan (IDP)” be provided to the Region of Peel.

Overview:

- **In July 2020, Council gave approval for the City to proceed with interim roadworks in the City’s downtown in partnership with the Region of Peel to upgrade their water and wastewater infrastructure.**
- **On May 19th, 2021 Council passed a motion requesting the Region of Peel to pause their upcoming tender for the replacement of their water**

and wastewater infrastructure until such time that a path forward has been determined by the City for the downtown streetscape.

- The May 19th, 2021 Council motion was considered at the Regional Council meeting of May 27, 2021 and Regional Council voted to proceed with the Region's watermain and wastewater works as was approved by Regional Council in July 2020.
- Construction of the Region's water and wastewater work and City's roadworks is expected to start in November 2021 and be completed by Q4-2023.
- The May 19th, 2021 motion by Council also required Staff to report back with a list of options to incorporate work on components of the Downtown Reimagined project (cancelled in December 2018) as the first phase of the broader Integrated Downtown Plan (IDP), including future designs for the LRT in the downtown and in coordination with the utility companies and Region of Peel's infrastructure work.
- On July 7th, 2021 Council passed a motion to include the replacement of existing sidewalks and curbs, in their existing locations, including the previously approved road resurfacing, as part of the Region of Peel's upcoming infrastructure work.
- Staff reached out to the Region and utility companies requesting that they provide order-of-magnitude cost estimates and schedules to complete their design in consideration of a future surface route LRT on Main Street. Staff will continue to liaise with the Region and utility companies.
- City and Regional staff regularly consulted with the Downtown Brampton Business Improvement Area (DBBIA), various City Departments, Ward Councillors, local businesses and the public to keep them informed of the upcoming construction, obtain their input and to help determine the best options to expedite the upcoming construction while keeping a balance between business needs, safety and traffic management through the downtown. Meeting with the DBBIA are now scheduled to be monthly.
- Various City's Departments determined a number of short term items/initiatives that could advance the meanwhile strategies of the broader Integrated Downtown Plan (IDP), some of which could be implemented during the construction of the upcoming Regional infrastructure, and as outlined in this report.

Background:

The *Brampton 2040 Vision* provide direction for a "City by Design" and emphasized the importance of outlined design excellence for all public projects especially for streets and open spaces. This is envisioned to help contribute to a well-designed City that draws talent, wealth and competitive edge at the global stage by supporting tourism, vibrant community life, thriving businesses and local enterprise. A high-quality public realm design should address sustainability and climate change, physical and social health, universal accessibility and equity, crime prevention and global identity. This will ensure Brampton's position as a leading cosmopolitan centre.

In July 2020 Council approved completion of resurfacing of Queen Street and Main Street as temporary road improvements in the City's downtown core in partnership with the Region of Peel's upcoming water and wastewater infrastructure upgrades.

In July 2021 Council also approved the replacement of sidewalks and curbs in their existing locations in partnership with the Region of Peel's upcoming water and wastewater infrastructure upgrades.

On May 19, 2021, Council passed a motion requesting the Region of Peel to pause their upcoming tender for their water and wastewater work until such a time that a path forward has been determined by the City for the downtown streetscape. This motion was considered at the Regional Council meeting of May 27, 2021 and Regional Council voted to continue with the Region's upcoming water and wastewater work as approved by Regional Council in July 2020.

The May 19th Council motion also directed staff to report back with a list of options to incorporate work on components of the Downtown Reimagined project (cancelled in December 2018) as the first phase of the broader Integrated Downtown Plan process, including future plans and designs for the LRT in the downtown, and in coordination with the Region of Peel's infrastructure work and that staff report back on:

- a. The emerging alignments for a future LRT into Downtown Brampton
- b. Consideration and input from all the utilities
- c. Consideration and input from the Region of Peel
- d. A prioritized list of work for each option which also identifies interim strategies that could advance and/or contribute to the ultimate downtown streetscape design
- e. Consideration of options for public engagement including the DBBIA and the BBOT
- f. Consideration of the impact of the on-going pandemic on the downtown businesses
- g. How improvements in Garden Square and Ken Whillans Square can be incorporated
- h. A summary of timelines, construction phasing, costs, financing strategies and risks associated with each option considering all of the above; and

That staff consult and obtain direction from Council on a path forward on all of the above.

Current Situation:

Brampton's downtown core is rapidly urbanizing. With an annual GDP of over \$33 billion, Brampton is the third-largest employment centre in the GTA. The City has earned an international reputation as a progressive mid-sized City aspiring to shift from an auto-oriented past to an urban centre that prioritizes the pedestrian experience. Brampton already holds a dynamic innovation and research cluster, is a regional arts and performance venue, a post-secondary institution magnet, and holds prime Class A offices where the tenants can rely on the Downtown's many cultural and civic amenities.

Considering the LRT could be a decade away and the historic Main and Queen Streets will be severely impacted due to the upcoming Regional infrastructure upgrades and City's road/surface works, the City needs a pragmatic and immediate approach that:

- leverages the construction time period to improve the attractiveness of Main Street and Queen Street with a focus on streetscape, tree and understory planting, outdoor space for businesses, protected space for cycling, and relocated parking to the many city-operated parking structures in Downtown.
- leverages the "2 year pause" of activities on Main Street and Queen Street to reclaim the surface parking lots and driveways into new outdoor spaces for businesses and public spaces, reviving the city-owned lanes for pop-up cultural uses, designing an art-heritage route to draw and sustain activities in Downtown, and improving the appearance and surveillance within the parking structures.
- Capitalizes on the numerous, high-profile capital initiatives planned for Brampton's Downtown. The City should showcase a quality downtown that elevates Brampton's competitiveness at both the national and global stage, furthering the City's role as a dynamic employment centre and sector for direct foreign investment.
- The Downtown is experiencing tremendous growth with current development proposals totalling over 3,200 new residential units. A high-quality urban realm will attract higher-quality private developments.
- An innovative and attractive streetscape will attract investments from the technology and post-secondary education sectors.
- The streetscape on Queen and Main Streets should be catalytic by creating quality urban spaces for commercial activity, pedestrians, cyclists while forming active linkages between Etobicoke and Fletchers Creeks.

Preferred Alignments for the Main Street Light Rail Transit

Transit is currently advancing the Light Rail Transit (LRT) Extension Study along Main Street from Brampton Gateway Terminal to the Brampton GO Station.

In July 2021, Council directed Transit staff to take the preferred surface alignment and the preferred tunnel alignment for the LRT Extension Study forward to the 30% Preliminary Design & Draft Environmental Project Report phase of the project. At the same time, Council also supported the LRT tunnel option as the preferred alignment to advance funding advocacy with the provincial and federal governments.

Transit staff expects to complete the 30% Preliminary Design & Draft Environmental Project Report phase by August 2022, with the completion of the Transit Project Assessment Process (TPAP) stage to follow.

Transit staff also indicated that, while the tunnel is preferred by Council to advance the funding advocacy, both the surface and underground LRT alignments continue to be worked on and, technically, either one could still advance through the TPAP stage.

Options to Begin Work on the Downtown Streetscaping With Consideration of Future Plans and Designs for the LRT

City staff in consultation with the Region of Peel staff determined that all of the works which were contemplated in the 2018 Downtown Reimagined project, i.e., full streetscaping, cannot be advanced in stand-alone portions or components since the fundamental premise of the Downtown Reimagined design was for the existing pavement to be narrowed to provide enhanced and widened sidewalks, in-boulevard bike lanes, new streetlights, new traffic signals and soil cells with extensive street planting, all which would require significant utility relocation. Essentially, this means that for full streetscaping, if approved by Council, the various facets of streetscaping/infrastructure that was contemplated in the Downtown Reimagined streetscaping project should be completed in a synergistic manner and at the same time. This will minimize the number of construction periods in the downtown with less impact to downtown businesses.

Following the May 19, 2021 Council directive, City staff consulted with the Region and Utility companies to gather information on the level of effort, timelines and cost estimates for them to partner with the City to deliver the streetscaping works that was contemplated in the 2018 Downtown Reimagined project and in consideration of a future LRT on Main Street. In this regard and to allow the Region and Utilities to provide adequate information, Staff also shared the preliminary LRT alignment/design information with the Region and Utilities for the LRT surface route since full streetscaping design efforts would be substantially more for the surface LRT alignment than the LRT tunnel alignment which will be well below existing infrastructure.

The Region confirmed that they as well as Metrolinx have very specific design and construction requirements for Regional infrastructure installation adjacent to and/or under a surface LRT. They also indicated that with this in mind, they would have to design and relocate their existing infrastructure to be consistent with their own as well as Metrolinx's requirements to endeavor to keep their infrastructure outside of a future LRT guideway, i.e., their design that was completed in 2018 as part of the Downtown

Reimagined project will have to be completely re-designed to meet their own and Metrolinx's requirements for a future surface route LRT on Main Street. The LRT surface route will require a significantly higher level of design effort from the Region and Utilities when considering how their work and the full streetscaping works could be delivered while providing for a future Main Street LRT.

Additionally, the Region indicated that substantially less design efforts would be required for re-designing their infrastructure for a tunneled LRT alignment compared to a surface LRT alignment.

Staff also reached out to the utility companies requesting that they provide order-of-magnitude cost estimates and schedules to complete their design in consideration of a future surface route LRT on Main Street. Some of the utility companies, such as Alectra, Bell, Enbridge Gas and Telus provided the requested information and also indicated that they would partner with the City and Region, like they did in 2018, to coordinate their designs to accommodate a future Main Street LRT. Staff's opinion is that the required design work of the utility companies will not be on the critical path to complete coordinated design to accommodate a future Main Street LRT and Staff will continue to liaise with the utility companies.

Additionally, in discussions with Bell they indicated that they would be able and willing to include wireless infrastructure in the downtown at their cost and this work can be done anytime. Bell also indicated a willingness to work with the City to install spare ducts on Queen Street and Main Street in the upcoming Region's tender to provide for Bell's possible future underground fibre optics. If so, staff will also engage the other utility companies to capitalize on this opportunity to have spare ducts installed for their infrastructure also.

With the above information in mind, there are five options to incorporate work on components of the streetscaping contemplated in the 2018 Downtown Reimagined project as the first phase of the implementation of the broader Integrated Downtown Plan (IDP), in consideration of future plans and alignment designs for a Main Street LRT.

The five options are summarized in Appendix A with information on timelines, construction phasing, estimated construction costs, financing strategies, risks and other opportunities to complete the City's portions of work.

Option 1 – Partial Streetscaping - Replacement of Existing Sidewalks With Stone Pavers and Road Resurfacing in Existing Locations

Option 1 includes the previously approved road resurfacing, removal and replacement of sidewalks with stone pavers, and curbs/gutters in their current locations in partnership with the Region on their upcoming tender for upgrades to their water and wastewater infrastructure.

The Region indicated that construction is expected to start in November 2021 and end in Fall 2023.

The estimated cost to complete Option 1 is approximately \$8.5M.

\$12M was approved by Council on July 7, 2021 to cover these works as well as any short terms items/initiatives (Appendix B) that could be done to advance the meanwhile strategies of the Integrated Downtown Plan. \$10.6M is available in this budget. The \$12M breakdown is as follows:

- \$3.0M – to replace the original external debt funding for design related work for the Downtown Reimagined / Streetscaping project (183866-001)
- \$8.5M – to fund construction of works included in this option
- \$0.5M – Allowance to cover cost of short term initiatives to enhance the downtown that were presented to Council on June 23rd, 2021 and listed below.

Council could also consider the placement of stone pavers on the roadway, similar to that proposed in the 2018 streetscaping design, instead of resurfacing with asphalt. The additional cost for this option is estimated to be \$11.0M.

Option 1 would allow for a range of flexible streetscaping works and interventions that could contribute to improving the Downtown such as:

- Installation of on-road bike lanes on Main Street through the downtown
- On-road movable planters with trees/landscaping elements
- Semi-mountable curbs
- Street prints at crosswalks
- Installation of way-finding signs
- Installation of spare ducts within the construction to accommodate future fibre optics lines for Bell.

The new sidewalk surfaces constructed under Option 1 would have to be removed and replaced in the future should the City decide to proceed with full streetscaping works including narrowing of the roadway, landscaping/tree planting, new street-lighting, new traffic signals, etc. Option 1 would proceed in advance of a final decision on LRT alignment. Option 1 is fully funded under the funding currently approved by Council, including items identified in Appendix B. Adding stone pavers to replace the road surface would require a budget top-up amendment of \$11.0M.

Option 2 – Partial Streetscaping - Replacement of Existing Sidewalks With Stone Pavers and Road Resurfacing With Widened Sidewalks (+3m)

Option 2 is for the City to continue partnering with the Region to include the previously approved road resurfacing, removal and replacement of sidewalks with stone pavers, and curbs/gutters, but with a widened sidewalk (approximately 3m) on both sides of Queen Street and Main Street.

This option would require that all road catchbasins be relocated to the new curb lines and reconnected to the existing storm sewers. As well, since the relocated road catchbasins will conflict with some existing utilities such as gas mains, hydro lines, telephone lines and television lines on stretches of both sides of Queen Street and Main Street, some utility relocation would be required. Engineering design of the widened sidewalk/narrowed roadway would be required to be completed by the City and the engineering design and construction of relocated gas mains, hydro lines, telephone lines and television lines would be required to be completed in coordination with the affected utilities. The design is expected to take about 1.5 years.

If Option 2 is selected, the engineering design can be started immediately to complete the design by early 2023. The City could request that this work be included, through a Change Request, in the upcoming Region's construction which is expected to be underway by the time the engineering design is completed. If acceptable to the Region, this additional construction will add about 1 – 1.5 years to the Region's construction. However, the construction of the gas mains would have to be completed by Enbridge's contractor under a separate Enbridge construction contract.

The Region indicated that construction is expected to start in November 2021. Option 2 could extend the construction to Fall 2024/Spring 2025.

The cost estimate for design and construction for this option is \$16.6M. This means all of the available \$10.6M from the \$12M which was approved by Council on July 7, 2021 to cover the work would be used up by selecting this option. A budget increase will be required to implement any short terms items/initiatives (Appendix B) that could be done to advance the meanwhile strategies of the Integrated Downtown Plan.

It should be noted that if Council considers the placement of stone pavers on the roadway, similar to that proposed in the 2018 streetscaping design, instead of resurfacing with asphalt, the additional cost for this option is estimated to be \$7.5.

Opportunities also exist with this option to include other streetscaping works in that will contribute and advance the intent of the Integrated Downtown Plan, such as:

- Installation of on-boulevard bike lanes on Main Street through the downtown
- On-boulevard movable planters with trees/landscaping elements
- Semi-mountable curbs
- Street prints at crosswalks
- Installation of way-finding signs
- Installation of spare ducts within the construction to accommodate future fiber optics lines for Bell.

The sidewalk surfaces constructed under Option 2 would have to be removed and replaced in the future should the City decide to proceed with full streetscape works including narrowing of the pavement, landscaping/tree planting, new streetlighting, new traffic signals, etc.

Adding the Option 2 work to the Region's upcoming construction, would extend the construction period for the upcoming Region's work from two years to 3.5 years.

Option 2 would require a budget top-up to complete the short-term items noted in Appendix B to advance the Integrated Downtown Plan.

Option 3 – Full Streetscaping – Provide for a Future Underground LRT Alignment

Option 3 includes delivery of a full streetscape program and would require the City to engage the Region, as a stakeholder, and to re-engage the utility companies for the utility companies to complete their designs, which were partially completed in 2018, to be tender ready. The City would be required to coordinate the utility final designs, update the tender documents, pre-qualify contractors and tender the construction contract.

Should the LRT proceed with a tunnel option, the Region has indicated that they may not have to re-design their water and wastewater infrastructure, i.e., that the water and wastewater work that the Region will be constructing in their upcoming construction (2021 – 2023) could remain in place. However, the Region may decide to construct valve chambers which would bring the new watermains to current Region's watermain standards, since these valve chambers are not included in their upcoming tender for the watermain works. The City would take the lead for the design, tender and construction of the City's portions of work but would be required to liaise with the Region and Utility companies to coordinate their work for inclusion in a City's tender for this option, except for Enbridge Gas which will complete their own design and construction.

With this option the design and tender could take about 2 years to complete, followed by a 4-year construction period for a total schedule of about 6 years.

The cost estimate for design and construction for this option is \$70M.

The risk with this Option 3 is that advancing permanent streetscaping work in prior to a final decision on the LRT alignment could require infrastructure re-location as a part of the LRT project construction.

Option 4 – Full Streetscaping – Provide For a Future Surface LRT Alignment

Option 4 would require the City to engage the Region, as a stakeholder, and to re-engage the utility companies for the utility companies to complete their designs, which were partially completed in 2018, to be tender ready. The City would be required to coordinate the utility final designs, update the tender documents, pre-qualify contractors and tender the construction contract. The City and Region would be required to coordinate the utility final designs to meet specific requirements of the Region and Metrolinx for location of utilities, Regional and City's infrastructure. The City would take the lead for the design, tender and construction of the City's portions of work but would be required to liaise with the Region and Utility companies to

coordinate their work for inclusion in a City's tender for this option, except for Enbridge Gas who will complete their own design and construction.

With this option, the Region would have to re-design their water and wastewater infrastructure and the water and wastewater infrastructure that the Region will be constructing in their upcoming construction (2021 – 2023) would become redundant.

With this option the design and tender could take about 3.5 years to complete, followed by a 4-year construction period for a total schedule of about 7.5 years.

The cost estimate for design and construction for this option is \$70M.

The risk with Option 4 is that advancing permanent streetscaping work prior to a final decision on the LRT alignment could result in infrastructure being installed in the incorrect location and could need to be removed and reinstalled as part of the LRT project construction.

Option 5 - Full Streetscaping - With a Future Surface or Underground LRT Alignment

Option 5 is to delay construction of full streetscape work on Main Street and construct all LRT and streetscape work in one construction project as part of delivery of the LRT. This would require the City to engage Metrolinx, the Region and Utilities to coordinate and complete the LRT and streetscaping designs and tender documents consistent with the final alignment chosen for the LRT.

Not including the cost of the LRT, this option for streetscaping is estimated to cost \$70,000,000.

The risk with this Option 5 is that it could be at least ten years before any streetscaping work would be completed and the timing would be contingent on the LRT project construction timing and funding approvals.

Other Downtown Improvement Projects

In addition to the Main Street streetscaping options identified above, staff have identified several other potential projects that could be advanced to support the Downtown. These would be reviewed and refined through the work of the IDP to ensure alignment with Downtown objectives and with other initiatives underway.

Garden Square and Ken Whillans Square

Preliminary Conceptual Designs and construction cost estimates were completed in 2019 for both Garden Square and Ken Whillans Square. This included concepts with rendering of how these Squares could be developed.

To advance the development of these Squares, the scope of work would first have to be fully determined by engaging the various internal and external stakeholders and be refined through the IDP public realm strategy. A consultant would have to be procured to complete the detailed designs, obtain relevant approvals, prepare tender documents and pre-qualify contractors. The City would have to tender the construction work followed by construction.

The detailed design phase could take approximately 2.5 years with construction taking approximately 2.5 years for a total of 5 years from programming the capital projects.

The design and construction of these two Squares could be done as stand-alone projects or be included in Options 1 - 5 noted above for delivery of the downtown streetscaping work.

Estimated cost for Garden Square are:

- Detailed design, Inspection and Contract Administration - \$400,000
- Construction - \$4,000,000

Estimated cost for Ken Whillans Square are:

- Detailed design, Inspection and Contract Administration - \$1,500,000
- Construction - \$ 15,000,000.

Meanwhile/Short term Strategies/Work to Advance/Contribute to the Ultimate Downtown Streetscape Under the IDP (0 – 2 years)

In the meantime, per the May 19th Council motion, City staff continues to determine options for interim strategies that could advance and/or contribute to the ultimate downtown streetscape.

Staff prepared for Council's consideration, a preliminary list of work that could be advanced and/or contribute to the ultimate downtown streetscape, with consideration of the on-going pandemic and recognizing that Main Street and Queen Street will be active construction zones for about two to three years. Below is a summarized list of short and long term work which Staff presented to Council on June 23, 2021. Appendix B provides more details on these short term work with available general scope, timelines, estimated cost, funding strategies, risks and leading Departments/Divisions.

The following items of work could be considered for inclusion in the upcoming Regional tender, if time and budget allows and with agreement from the Region on funding requirements/arrangements, or could be done as stand-alone work by the City during the upcoming Region's construction. Since the cost estimates for most of these items have not yet been determined by the various Department, it will be determined in due course if they can be accommodated in the project budget or if additional funding would be needed.

Main Street and Queen Street:

- Pavement markings/painting at intersections of Wellington Street, Queen Street and Nelson Street West
- Provision of reliable hydro service to support Farmer's Market, events and Film Industry
- Removal/Storage of Granite Stones & Vinyl decals at Arts Walk of Fame Legacy Site
- Upgrade streetlight fixtures to decorative LED.

Garden Square:

- Resurfacing/replace interlocking stone
- Additional power runs to support events
- Full replacement of lighting (14 fixtures)
- Permanent washroom
- Lighting upgrade
- Repair Susan DiMarco water feature
- Replacement of gates.

Ken Whillans Square:

- Watermain replacement to support Farmer's Market.

Vivian Lane:

- Resurface to match interlocking stones on Garden Square
- Updating existing chess tables.

Daily Times Square:

- Install tables and chairs
- Add beautification elements and fix/paint rusty skirts at bottom of trees.

Pop-Up Patios / Patio Permit Program:

- On-street patios and parkettes
- Continue to work with restaurants to allow expansion of patios.

Downtown Area:

- Anti-graffiti painting of all streetlight and traffic signal poles on Queen Street and Main Street as an increase in service levels
- New Pay & Display parking meters
- Sign By-law Amendment to allow for more flexible signage in the downtown
- Immediate art installations in the downtown core
 - o Transform approved vacant storefront windows in the downtown core with local Artist Meegan Lim for an October 2021 exhibit
 - o Oversee a call for artists and curate artwork collection for approved utility boxes for a November 2021 installation.

The following are comments received from the various Departments and Divisions:

Regular Downtown Maintenance - Downtown Area Working Group (DAWG)

This Team is made up of a number of employees from various divisions/departments throughout the City that have maintenance responsibilities for infrastructure in the downtown area. Participating stakeholders includes Parks Operations, Roads Maintenance Operations and Fleet, Security, Facilities Maintenance, Rose Theatre, DBBIA, Economic Development, Planning, Strategic Communications, and Marketing & Digital Media

Regular updates from this group as well as other routine maintenance activities are provided to the Mayor and Area Councillors and stakeholders on a bi-monthly basis.

Economic Development

The City is fast-tracking plans to build an innovation ecosystem that produces innovative talent with the goal of supporting start-ups from across the Region as well as international newcomers. Brampton is well positioned to accelerate these companies from ideation all the way to success. The City will do this by supporting companies across all sectors and sizes of business in their recovery strategies, and by investing in and nurturing the growth of the up-and-coming Brampton Innovation District.

Brampton's downtown business community, like many main streets across the country, have been hit hard by the pandemic. Investments like these are crucial to support the economic vitality of Brampton's Downtown. Streetscape investments will enhance the physical environment by creating an inviting public realm for visitors, shoppers and potential investors. This will support the Downtown business community by encouraging start-ups and new businesses within the Innovation District to stay.

Streetscape investments will help leverage additional private investment and property improvements. The Downtown is experiencing tremendous growth with current development proposals totalling over 3,200 new residential units. A high-quality urban realm along with upgraded utilities and transit connections will attract high-quality private developments.

Brampton's Economic Recovery Strategy is a Municipal framework to help restart the local economy. The Economic Recovery Strategy aims to bring resiliency and competitive advantage to Brampton's economy as it moves forward. These goals will advance immediate and longer-term actions in line with the Strategy's four cornerstone objectives: Innovation; Technology and Entrepreneurship; Investment, Infrastructure, and Arts; Culture and Tourism.

An innovative and attractive streetscape is known to attract investments from the technology and post-secondary education sectors. Growing Brampton's Innovation District and revitalizing the Downtown is a key piece of our Economic

Recovery Strategy, which will help the business community move forward from the impacts of the COVID-19 pandemic. Please refer to the following link for additional information on Brampton's Economic Recovery Strategy:

<https://letsconnect.brampton.ca/economic-recovery-strategy>

Enhancing Existing Downtown Laneways

Staff recommends conducting an 8-week *Downtown Activation Strategy* as part of the IDP initiatives to advance temporary and long-term activations. This initiative would provide a high-level vision for Downtown Brampton's experiential, active heart with a focus on the area bounded by Nelson Street, George Street, Queen Street and Main Street. Key components of the study could include:

- workshop with the City and key stakeholders to understand the opportunities and constraints and uncover development and experiential opportunities to improve Downtown Brampton
- opportunities to catalyze the Downtown as an arts, culture and entertainment destination.
- improve active transportation and connectivity for pedestrians, bike, other active transportation,
- development of a district narrative and key concept interventions
- implementation path and order-of-magnitude costs, phasing and programming.

Streetscape Works in the Broader Downtown

Staff recommends developing a Downtown Brampton Streetscape Manual to complement the approval of the Integrated Downtown Plan which informs the diverse characters and local neighbourhoods within Downtown Brampton. It is intended that the Manual will provide design direction for private development and City-run projects in the Downtown, including road construction. Key components of the Manual could include development of streetscape approach, including but not limited to streetscape typology including flexible streets, unit paving and site furnishing palette, marketing and public art zone, streetscape and lighting details.

Consideration of the Impact of the On-Going COVID-19 Pandemic on Downtown Businesses

City and Regional staff have reached out to the Downtown Brampton BIA and businesses on Main Street and Queen Street to obtain their input on how the upcoming construction could be staged/sequenced to minimize disruptions to the daily operation of the businesses. This included gathering information on hours of operation, loading and unloading zones, use of existing patios, plans for future

patios, etc. The information gathered, where feasible, were included as constraints/requirements in the contract for the upcoming Region's tender.

When a contractor is retained to complete the upcoming construction and their construction methodology, sequencing and traffic management schemes are obtained, the City and Region will again reach out to the BDBIA and businesses through a virtual Public Information Centre and one-on-one meeting to share information and again obtain their input to minimize disruptions to the downtown businesses.

The Region will provide a full time Project Ambassador for their upcoming construction to liaise with the downtown businesses and the public before and during the upcoming construction. The Downtown Office, which will be managed by Planning, will also provide much needed support during the upcoming construction and, especially, providing information of the planning aspects and future growth of the downtown.

Both the City and Region have active project websites that will keep the DBBIA, downtown businesses and the public with updated construction, traffic issues, emergency access and other pertinent construction related matters.

Corporate Implications:

Financial:

The estimated preliminary cost of the streetscape initiative and the development of both Ken Whillans Square and Garden Square is estimated at approximately \$85,900,000 and will be captured through a new capital Project #183866-002.

Staff recommends funding through the issuance of external debt which will result in an increased annual operating impact of \$4,823,000 in order to account for the annual debt repayment obligation (based on a 30-year term at a rate of 3.15%). This would equate to a 1.0% property tax impact.

Timing of actual debt issuance and the associated repayment will be aligned with the cash flow requirements of this project which are anticipated to be incurred over a three to eight year time period; subject to Council directive for construction options on streetscape works beginning in 2022.

The City currently has borrowing capacity of \$1.13 billion on a 20-year term.

Staff at the City and Region are currently working on an Agreement to provide funding to the Region for the road resurfacing and removal and replacement of the existing sidewalks and curbs and gutter. A Contingency amount will be included in the Region's tender to fund any short-term City's work upon acceptance by the Region to have the work included in their upcoming construction contract.

Communication:

Throughout the detailed design of the upcoming City's roadworks and Region's infrastructure, staff engaged several Departments, Councillors, the DBBIA, business owners and the public by posting an on-line survey, meeting one-on-one with businesses and met with the DBBIA to provide project information and solicit feedback.

Together with the Region's staff, City staff will continue to liaise with all stakeholders, and hold a virtual Public Information Centre prior to the construction for the upcoming Region's and City's work to provide project and construction information.

In addition, consultation will continue with the DBBIA as well as the BBOT during any future design and construction undertaking.

Traffic:

Prior to implementation of the proposed lane closure for the upcoming construction on Queen Street and Main Street for the upcoming works, staff will continue to liaise with the City's Emergency Services, Transit, Traffic Services, Roads Maintenance, Operations & Fleet to finalize any required detour routes and the implementation of traffic calming measures on adjacent local roads. Any lane closures would be communicated to the DBBIA and the public prior to implementation. Additionally, and if required, staff will ensure that applicable amendments are made to the Traffic By-law 93-93 through an administrative update to accommodate the recommendation of this report.

Purchasing:

For any work to be undertaken for a City's tender, a public procurement process will be conducted by the City and the lowest compliant Bid will be eligible for contract award.

For any Council approved short and long-term work as shown in Appendix B, staff will comply with the Purchasing By-law for procurement of services.

Term of Council Priorities:

The interim roadworks in the downtown core achieves the Term of Council Priorities for a Healthy, Vibrant and Safe City by building well-planned infrastructure and aligns with Brampton's 2040 Vision – Transportation and Connectivity, and Health.

Conclusion:

This report recommends that:

1. That the joint staff report from the Planning, Building & Economic Development, Public Works & Engineering and Transit Departments titled: **Downtown**

Revitalization Program (DRP) – Streetscaping Options, First Phase of the Integrated Downtown Plan (IDP) to the Committee of Council Meeting of September 22, 2021, be received; and

2. That Council considers the options included in this report to begin streetscaping work as part of the first phase of the immediate implementation of the broader Integrated Downtown Plan (IDP), including future plans and alignment designs for the LRT and in full coordination with the Region of Peel’s infrastructure work; and
3. That a copy of the report titled “Downtown Revitalization (DRP) – Streetscaping Options, First Phase of Integrated Downtown Plan (IDP)” be provided to the Region of Peel.

Reviewed by:

Authored by:

Harry Persaud, P. Eng.
Acting Manager of Engineering
Capital Works Division
Public Works & Engineering

Tim Kocialek, P. Eng.
Acting Director
Capital Works Division
Public Works & Engineering

Approved by:

Jason Schmidt-Shoukri, B.Sc. Arch
Eng., MPA
Commissioner, Public Works and
Engineering

Authored by:

Reviewed by:

Shahid Mahmood, B. Arch., M. Arch.
Senior Supervisor (IDP)/Principal
Planner
City Planning & Design
Planning, Building & Economic
Development

Jeffrey Humble
Manager, Policy, Programming &
Implementation
Planning, Building & Economic
Development

Approved by:

Richard Forward, MBA, P. Eng.
Commissioner, Planning Building &
Economic Development

Authored by:

Compton Bobb, LEL, MCSCE, ENV SP,
Senior Project Engineer, Higher
Order Transit EA's, Brampton
Transit

Reviewed by:

Doug Rieger,
Director, Transit Development,
Brampton Transit

Approved by:

Alex Milojevic, General Manager,
Brampton Transit

Submitted by:

David Barrick
Chief Administrative Officer
Office of the CAO

Attachments:

Appendix A - Options to Begin Work on Downtown Streetscaping on Main Street and Queen Street, First Phase of the Immediate Implementation of the Integrated Downtown Plan (Includes Future Plans and Alignment for the LRT in the Downtown)

Appendix B – IDP Meanwhile Strategies / Short Term Initiatives (0 – 2 years)

Appendix C – Summary of Applicable Council Directives - Downtown Revitalization, First Phase of the Immediate Implementation of the Integrated Downtown Plan