



NOTICE OF PUBLIC INFORMATION CENTRE #3

Downtown Streetscaping Class Environmental Assessment

The Study

The City of Brantford has initiated a Class Environmental Assessment (EA) for streetscaping the Downtown to improve walkability, accessibility, and underground infrastructure to allow for development, enhance the infrastructure for all transportation modes, and increase pedestrian capacity. 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. Illustrations of the proposed study limits are available on the other side of this page.

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.

Public Information Centre

The City is hosting the Public Information Centre (PIC) in person on Thursday, April 7, 2022, at 6:00 p.m. at Brantford City Hall, 58 Dalhousie St., Brantford, ON. The PIC will provide information about the EA, findings from the technical studies, key issues from previous PICs, evaluation criteria, and the preferred alternative. The City will expect that those persons attending will comply with any provincial directed COVID-19 protocols or mandates in place at the time of this meeting. For those who are unable to attend in-person, presentation slides will be available for review on the City's webpage and the Project Team will be accepting questions and comments for a two week period. All content and instructions on how to submit comments will be available on the project webpage, www.LetsTalkBrantford.ca/Downtown.

PIC Schedule:

| | |
|---------------------------------------|--|
| Monday, April 4, 2022 at 3:00 p.m. | PIC boards posted on project webpage. Question and comment period will be open for two weeks. |
| Thursday, April 7, 2022 at 6:00 p.m. | In-person PIC takes place at Brantford City Hall at 58 Dalhousie St., Brantford, ON in Council Chambers. |
| Thursday, April 21, 2022 at 4:30 p.m. | Question and comment period closes. |
| Thursday, April 28, 2022 at 3:00 p.m. | Consolidated list of questions and answers will be posted on project webpage. |

This Notice and all future project updates will be posted on www.brantford.ca/NewDowntown. If you have questions or comments regarding the EA or wish to be added to the EA mailing list, please contact either of the project team members:

Gagan Batra

City Project Manager
City of Brantford
58 Dalhousie St.
Brantford, ON N3T 2J2
T: 519-759-4150 Ext. 5426
Email: cobdowntown@brantford.ca

Vince Pugliese, P.Eng., MBA, PMP

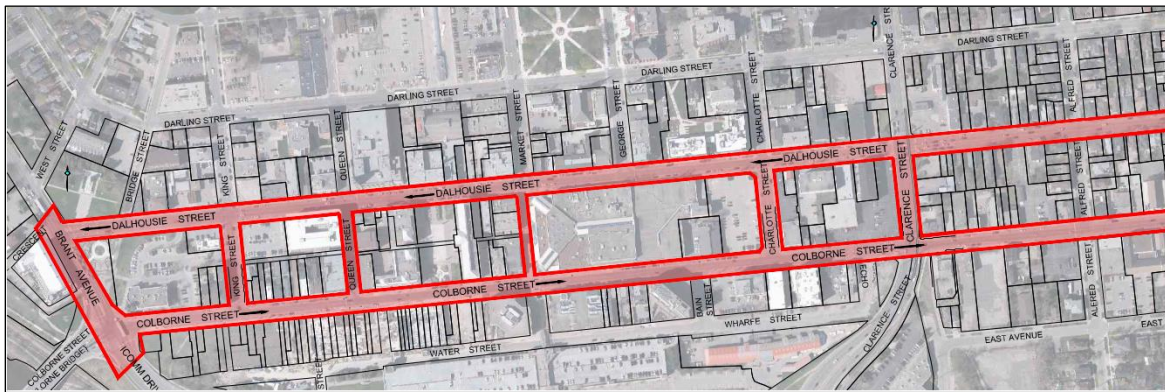
Consultant Project Manager
MTE Consultants Inc.
520 Bingham Centre Drive
Kitchener, ON N2B 3X9
T: 519-743-6500 Ext. 1347
Email: cobdowntown@brantford.ca

Information collected for the study will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. Except for personal information, including your name, address and property location, all comments received throughout the study will become part of the public record and included in project documentation.

Study Area:



Map 1 - Full Study Area: Colborne St. and Dalhousie St. from Brant Ave to Kiwanis Way



Map 2 - Close up of Study Area, Part 1: Colborne St. and Dalhousie St. from Brant Ave. to Alfred St.



Map 3 - Close up of Study Area, Part 2: Colborne St. and Dalhousie St. from Park Ave to Iroquois St.

This notice first issued on March 24, 2022

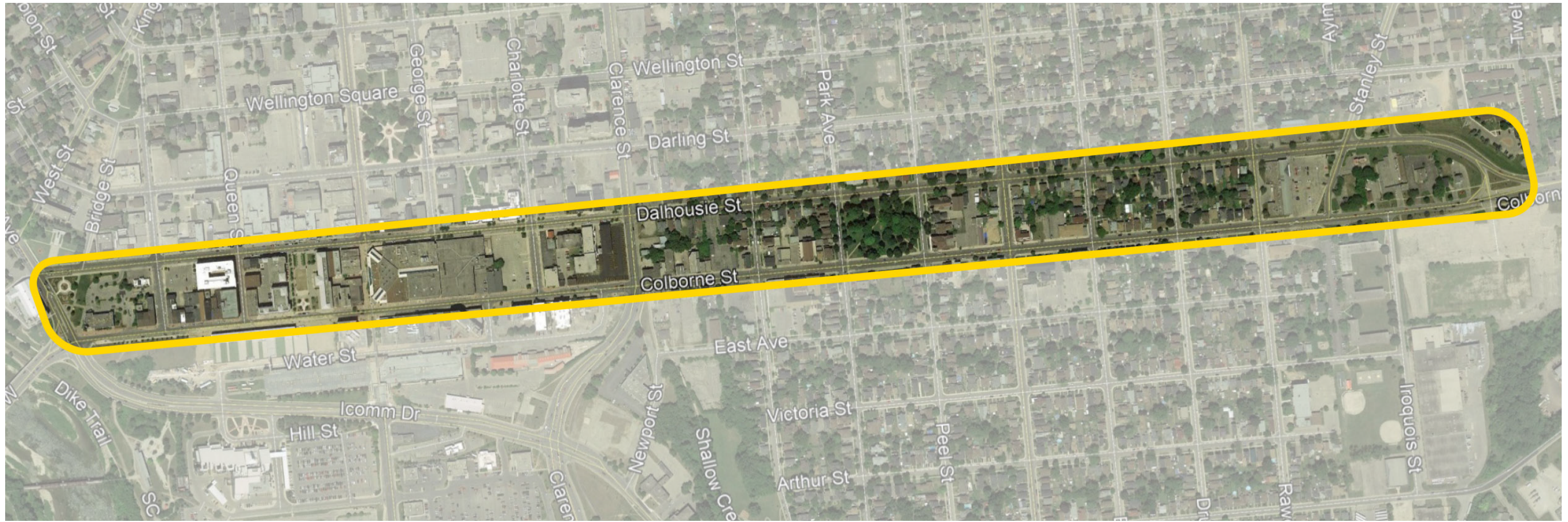
Downtown Brantford Streetscape Class Environmental Assessment (EA)

Public Information Centre #3

April 7, 2022



Study Area and Scope



Study area includes:

- Colborne Street and Dalhousie Street from Brant Avenue and Icomm Drive to the east limit where Colborne Street and Dalhousie meet.
- North/South streets between Colborne Street and Dalhousie Street including Brant Avenue, King Street, Queen Street, Market Street, Charlotte Street, and Clarence Street.

The project includes underground infrastructure and above-ground streetscaping improvement – road configuration, street furniture, plantings, etc.

Due to aging infrastructure in the Downtown area, capacity will be reviewed.

Infrastructure improvements include watermain, sanitary sewer, storm sewer, and replacement of all utilities.



Project Guiding Vision

Vision

Create a Downtown Brantford that is attractive, vibrant, and safe for all users while providing the infrastructure needed to handle growth in the City's core.

Make Downtown a destination place.

Enhance infrastructure for all transportation modes including pedestrians, cyclists, transit users.

Improve accessibility and safety in the core.

The Vision and Problem/Opportunity Statement were developed at the beginning of the project and act as reminders of the objective of the project as it moves along.

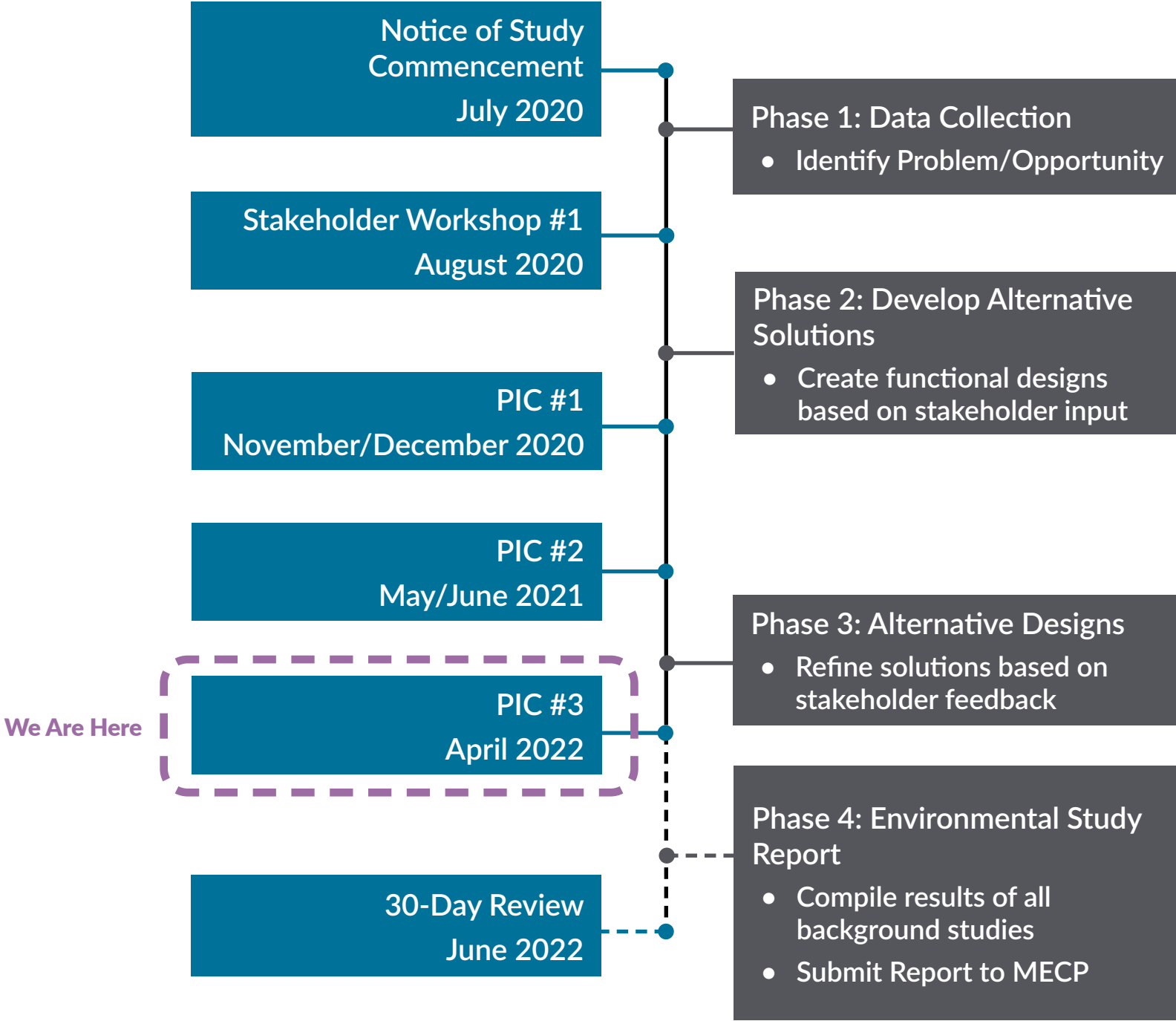
Problem/Opportunity Statement

Revitalize Brantford's core by improving infrastructure, accessibility, safety, and rebuilding an aesthetically beautiful and adaptable Downtown.



Class EA Planning & Design Process

Municipal Class Schedule 'C' Environmental Assessment Process

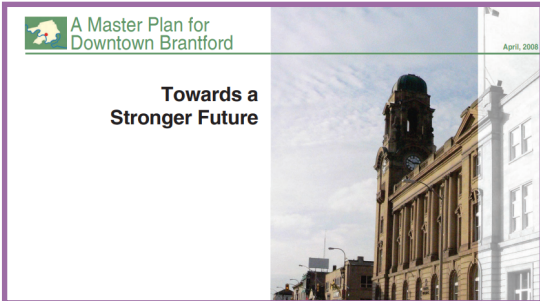


Previous Studies



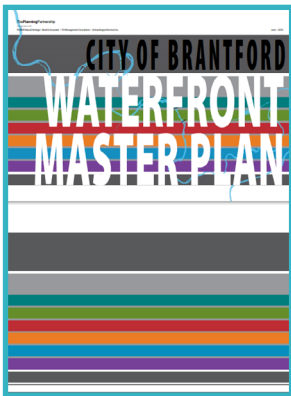
2008

Master Plan for
Downtown Brantford



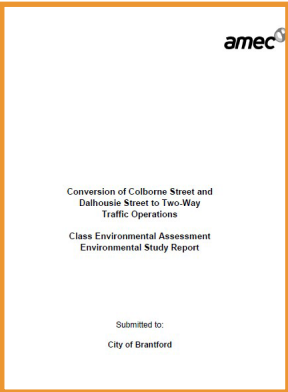
2010

Waterfront
Master Plan



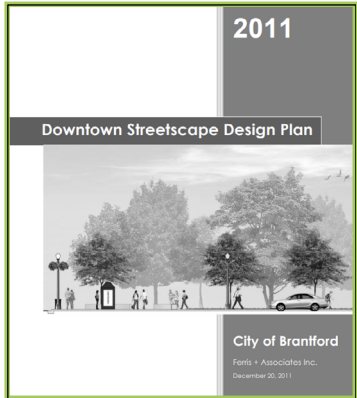
2010

Conversion of
Colborne Street and
Dalhousie Street
to Two-Way Traffic
Operations EA



2011

Downtown Streetscape
Design Plan



2021

Urban Design Manual
Transportation
Master Plan
Master Servicing
Plan
Official Plan



2022

Downtown
Brantford
Streetscape

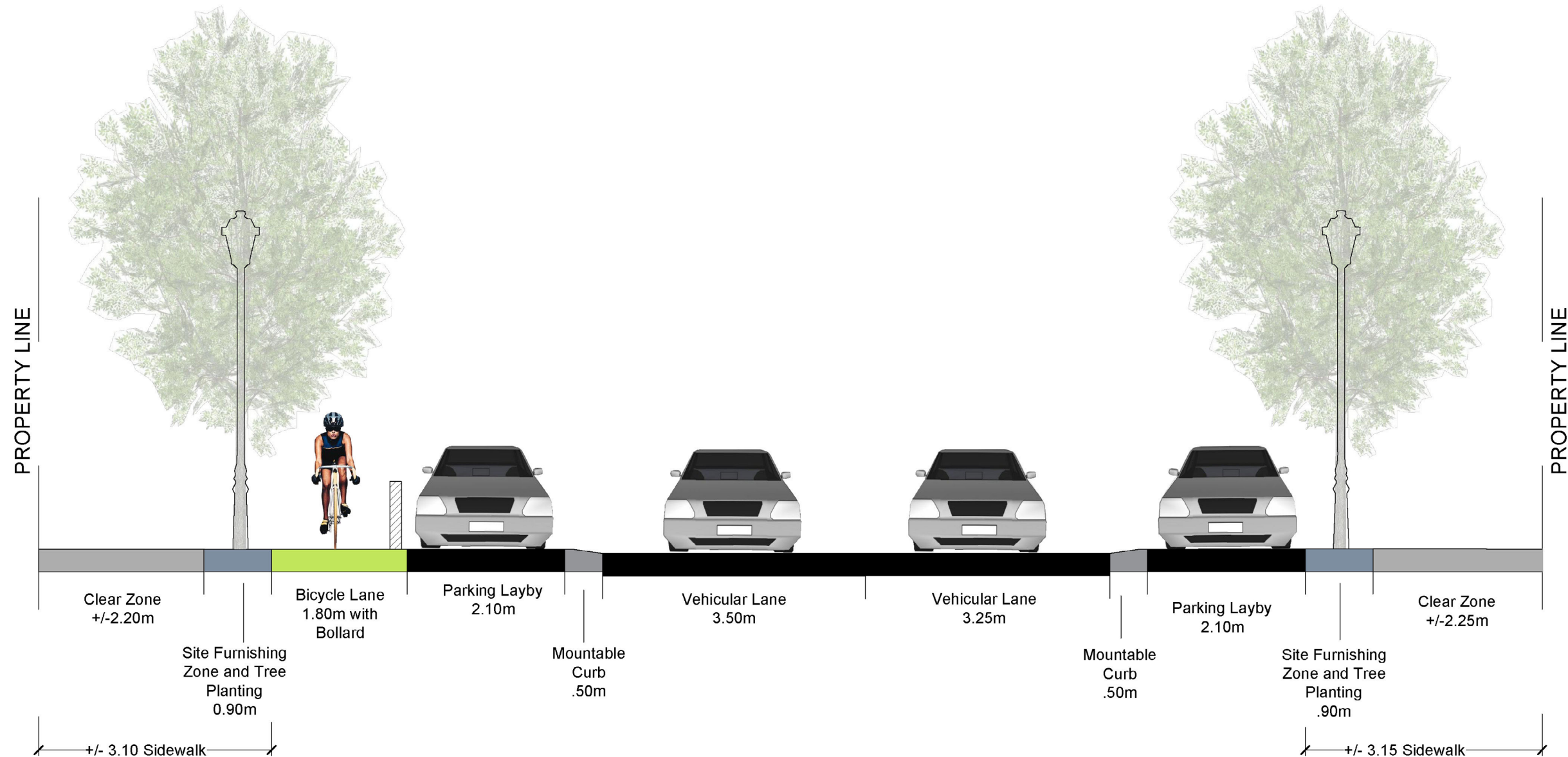


- Parking Study
- Transportation Study
- Wayfinding Strategy
- Natural Environment Study
- Lighting Study
- Phase 1 Environmental Site Assessment
- Stage 1 Archaeological Assessment
- Cultural Heritage Study



Preferred Alternative

One-Way Traffic, Parking Both Sides, Bike Lane



- 2.10m parking on both sides.
- 1.8m off-road cycle lane.
- Pedestrian clear zone maintained.
- 3.5m lane to allow for emergency and service vehicles.
- 3.25m lane - reduced width for traffic calming.



Preferred Alternative

One-Way Traffic, Parking Both Sides, Bike Lane



Reduced lane width will result in natural traffic calming

Parking needs are addressed

Will include bump outs for pedestrian crossings, curbside management and loading



Evaluation Criteria

Criteria

User Benefits

Other Benefits



Vision

Improved walkability through Downtown.
 Increased pedestrian capacity.
 Is a "People Place", streets are animated.

Necessary infrastructure improvements – all modes.
 Attractive, vibrant, unique.



Social Environment

Addresses curbside management issues.
 Accessibility is addressed for all users.
 Improved pedestrian and cycle facilities.
 Accommodation for public transit.
 Consideration for parking.

Minimal cultural heritage and archaeological impacts.
 Improves natural environment.
 Contributes to improved quality of life and public health.
 Addresses climate change.



Safety

Feeling of comfort and safety.
 Street-level activity encouraged.
 Roads and sidewalks are safe and accessible for all users.

Reduction in vehicular accidents overall.
 Encouraging safe use of sidewalks and roads under all conditions.
 Safer pedestrian crossings – shorter crossing distances, dedicated crossings.



Traffic Operations

Sufficient level of service.
 Minimizing traffic disruption from loading/unloading.

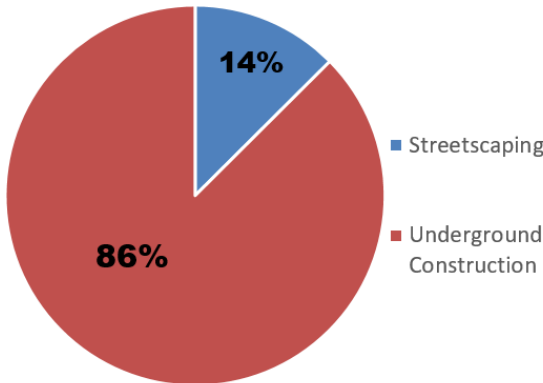
Integrated transportation network.
 Minimize need for widening.
 Encourages decrease in single-occupant vehicle travel.



Costs

Minimal property impacts.

Construction Cost Breakdown



Capital construction costs.
 Consideration for long-term maintenance costs.
 Constructability – disruption during construction.

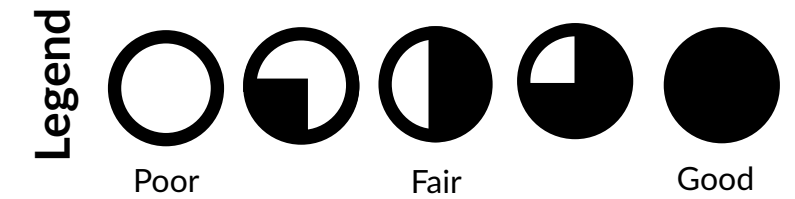


Evaluation Summary

| Evaluation Criteria | Alternative 1: Do Nothing: Reinstate with Reduced Lane Widths | Alternative 2: Parking on One Side, Bike Lane | Preferred Alternative 3: Parking Both Sides, Bike Lane | Alternative 4: One Traffic Lane, Parking Both Sides, Bike Lane | Alternative 5: Parking Both Sides, On-Road Bike Lane |
|---------------------|--|---|---|---|--|
| | Vision | | | | |
| Social Environment | | | | | |
| Traffic Operations | | | | | |
| Safety | | | | | |
| Cost | | | | | |
| Preferred | | | | | |



Alternative 1: Do Nothing - Reinstate with Reduced Lane Widths



Evaluation



Underground infrastructure improvements are made, but restoration will reflect the existing conditions.

No streetscaping elements will be improved, and will be reinstated with standard sidewalk, curb and asphalt.

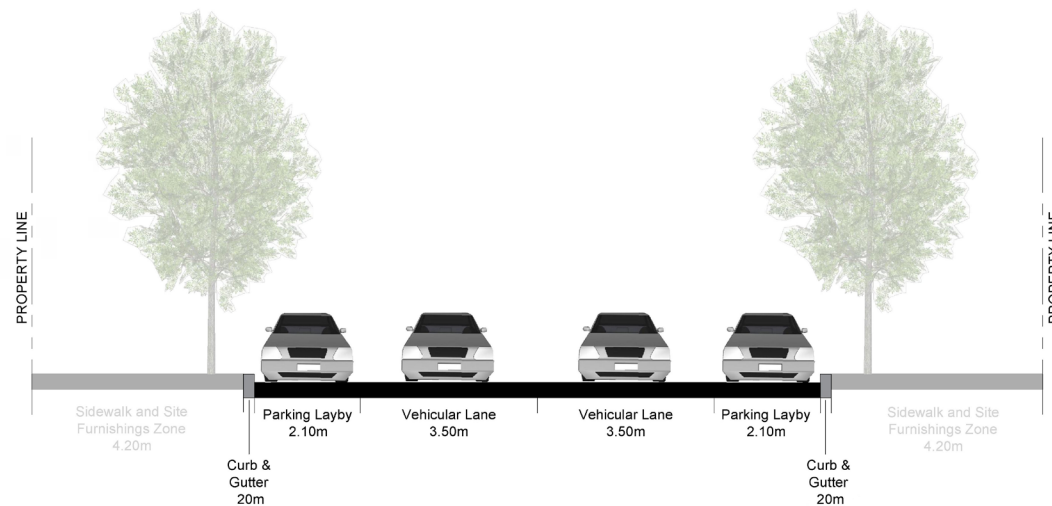
Vision: Does not contribute to enhancing the streetscape and does not meet the City's vision for creating a Downtown destination.

Social Environment: Does not contribute to enhancing the streetscape and does not meet the City's vision for creating a Downtown destination.

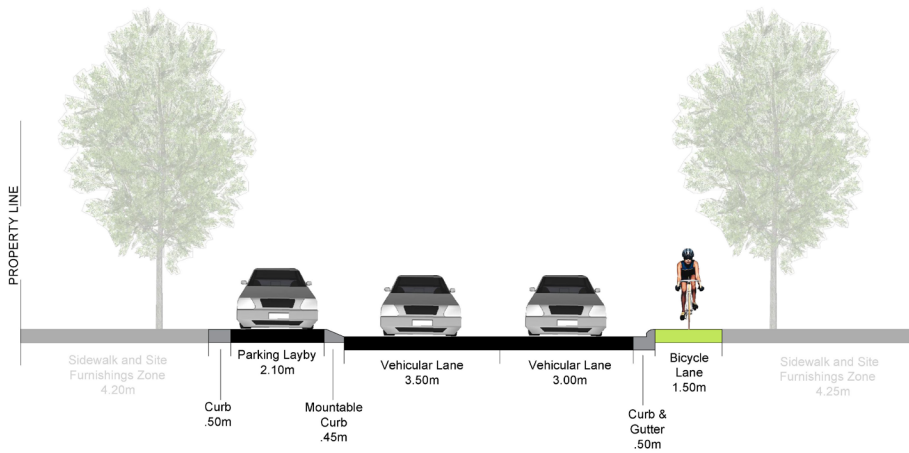
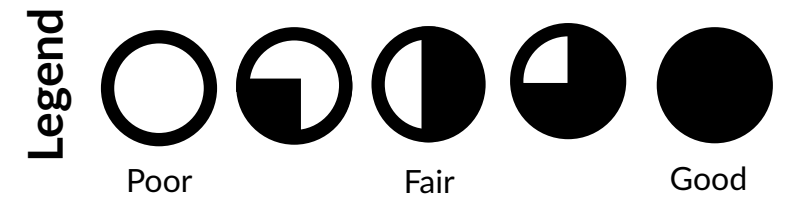
Traffic Operations: Reinstating existing conditions will have no impact to current traffic operation. With current traffic configuration, capacity and traffic operation are not a significant concern given future traffic projections.

Safety: Will include reduced lane widths, which will act as natural traffic calming through downtown. No improvements to pedestrian or cyclist safety.

Cost: Will be the lowest cost alternative, as no streetscaping features will be included. Cost breakdown shows that approximately 86% of overall construction-related costs will be associated with the replacement of underground infrastructure.



Alternative 2: Parking on One Side, Bike Lane



Includes underground infrastructure improvements, as well as streetscaping. Two lanes of traffic, with parking on one side and dedicated cycling facility on the other.

Low profile curb combined with level surface for pedestrian, cycling and parking allows for greater street flexibility.

Vision: This alternative is in-line with the overall vision. Provides dedicated cycling facility and addresses active transportation improvements. Outdoor space for businesses is increased from existing, improving the walkability of Downtown. Provides a flexible streetscape that can adapt with shifting demands.

Social Environment: Greater amount of space for street trees, improving natural environment, maintains parking on one side. Parking is limited to one side of the road. Stakeholder engagement reflected importance of on-street parking, and desire to maintain parking on both sides.

Traffic Operations: Two lanes of one-way traffic will have capacity under current traffic forecasting. Curbside management, loading, and emergency vehicles can use one lane as required, allowing traffic to flow around.

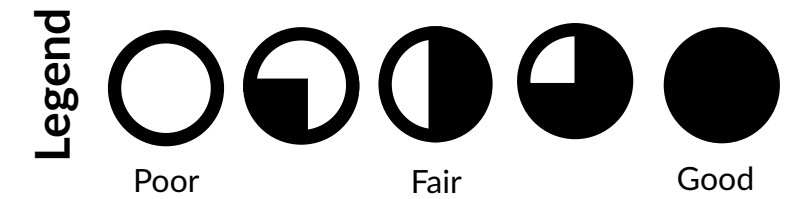
Safety: High level of cyclist safety as bike lanes are fully protected. Parking is also separated. Bump outs for pedestrian crossing will be included. Narrow traffic lanes act as natural traffic calming and reduced speed through downtown.

Cost: Includes cost of underground infrastructure as well as streetscaping alternatives. The streetscaping will require additional maintenance effort from City staff. Underground infrastructure cost makes up the majority of the overall project cost.

Evaluation



Alternative 3 (Preferred): Parking Both Sides, Bike Lanes



Includes underground infrastructure improvements, as well as streetscaping. Two lanes of traffic, with parking on both sides, as well as dedicated cycling facility.

Low profile curb combined with level surface for pedestrian, cycling and parking allows for greater street flexibility.

Vision: This alternative is in-line with the overall vision. Provides dedicated cycling facility addressing active transportation needs. Outdoor space for businesses is not increased from current conditions. Provides a flexible streetscape that can adapt with shifting demands.

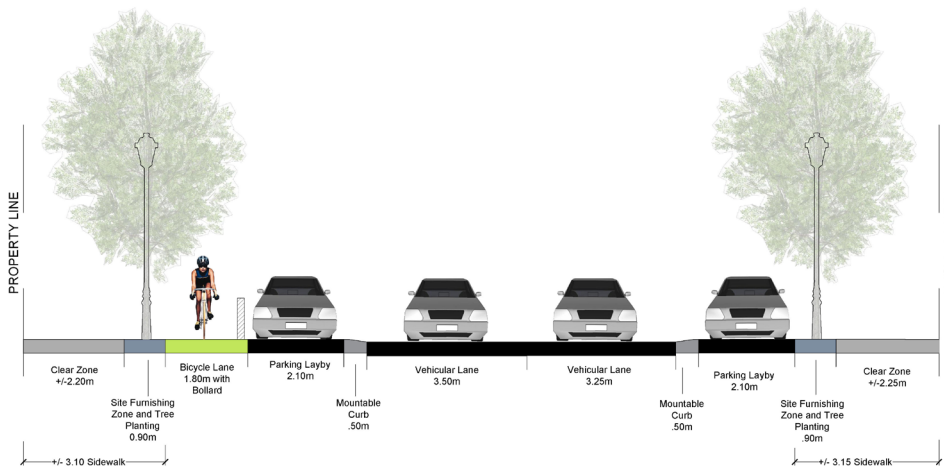
Social Environment: Allows for space for street furnishing and street trees, improving natural environment. Maintains parking on both sides of the road. Stakeholder engagement reflected importance of on-street parking, and desire to maintain parking on both sides.

Traffic Operations: Two lanes of one-way traffic will have capacity under current traffic forecasting. Curbside management, loading, and emergency vehicles can use one lane as required, allowing traffic to flow around.

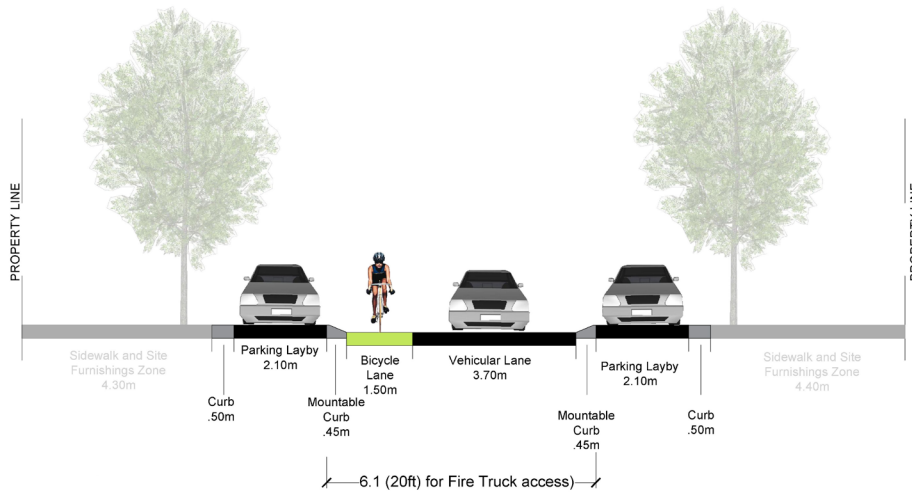
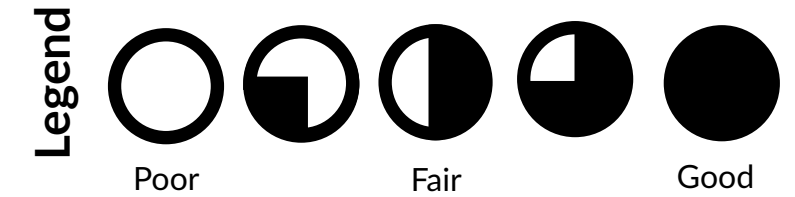
Safety: High level of cyclist safety as bike lanes are fully protected. Parking is also separated. Bump outs for pedestrian crossing will be included. Narrow traffic lanes act as natural traffic calming and reduced speed through Downtown.

Cost: Includes cost of underground infrastructure as well as streetscaping alternatives. The streetscaping will require additional maintenance effort from City staff. Underground infrastructure cost makes up the majority of the overall project.

Evaluation



Alternative 4: One Traffic Lane, Parking Both Sides, Bike Lane



Includes underground infrastructure improvements, as well as streetscaping. One lane of traffic, with parking on both sides, as well as dedicated cycling facility. Low profile curb combined with level surface for pedestrian, cycling and parking allows for greater street flexibility.

Vision: Does not adequately address the overall vision. Provides dedicated cycling facility addressing active transportation needs. Outdoor space for businesses is increased from current conditions. Provides a flexible streetscape that can adapt with shifting demands. Does not address the needs of all forms of transportation.

Social Environment: Allows for space for street furnishing and street trees, improving natural environment. Maintains parking on both sides of the road. Stakeholder engagement reflected importance of on-street parking, and desire to maintain parking on both sides.

Traffic Operations: One lane of traffic will greatly reduce the capacity of the roadway. Any disturbance from garbage collection, loading, emergency vehicles will be detrimental to traffic flow.

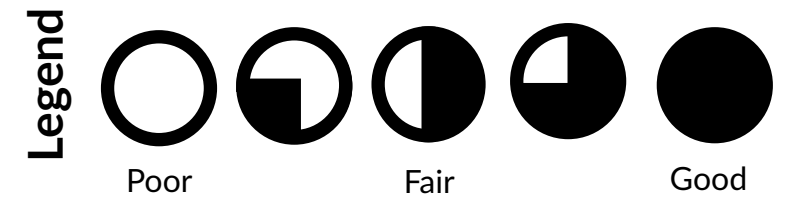
Safety: Lower level of safety for cyclists as they will be on road in a dedicated lane, as opposed to a separated facility. Bump outs for pedestrian crossing will be included. Wider lane may not result in reduced speed.

Cost: Includes cost of underground infrastructure as well as streetscaping alternatives. The streetscaping will require additional maintenance effort from City staff. Underground infrastructure cost makes up the majority of the overall project cost.

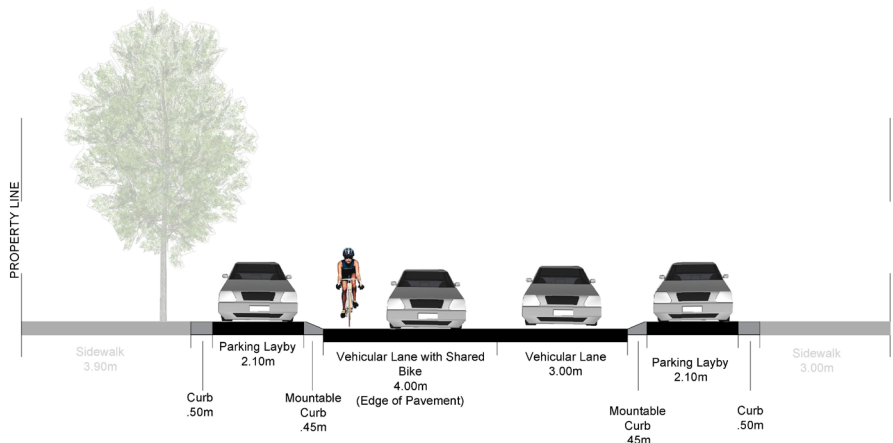
Evaluation



Alternative 5: Parking Both Sides, On-Road Bike Lanes



Evaluation



Includes underground infrastructure improvements, as well as streetscaping.
 Two lanes of traffic, with parking on both sides.
 Bike lane on road (either marked or sharrowed)

Vision: Does not adequately address the overall vision. Cycle lanes are provided, addressing active transportation needs. Outdoor space for businesses is not increased from current conditions. Provides a flexible streetscape that can adapt with shifting demands. Does not address the needs of all forms of transportation.

Social Environment: Allows for space for street furnishing and street trees, improving natural environment. Maintains parking on both sides of the road. Stakeholder engagement reflected importance of on-street parking, and desire to maintain parking on both sides.

Traffic Operations: Two lanes of one-way traffic will have capacity under current traffic forecasting. Curbside management, loading, and emergency vehicles can use one lane as required, allowing traffic to flow around.

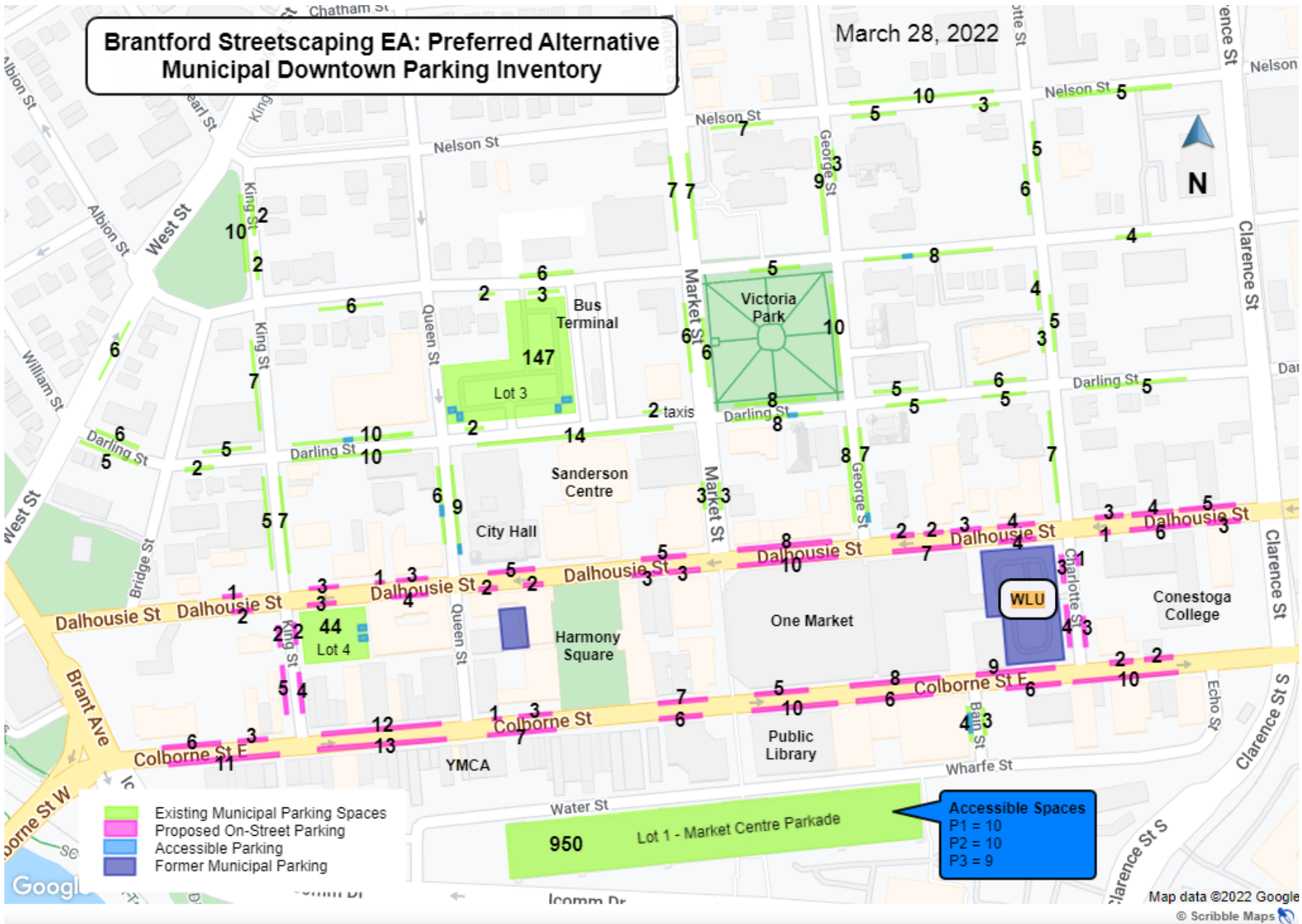
Safety: Lower level of safety for cyclists as they will be on road, as opposed to a separated facility. Bump outs for pedestrian crossing will be included. Wider lane may not result in reduced speed.

Cost: Includes cost of underground infrastructure as well as streetscaping alternatives. The streetscaping will require additional maintenance effort from City staff. Underground infrastructure cost makes up the majority of the overall project cost.



Key Environmental Assessment Issues

Public Parking Spaces



On-Street Parking Spaces (West of Clarence Street)

| Area | No. of Spaces |
|----------------------------------|---------------|
| Colborne Street | 125 |
| Dalhousie Street | 99 |
| Immediate Side Streets | 24 |
| Sub-Total | 248 |
| Spaces North of Dalhousie Street | 317 |
| Total On-Street | 565 |

Off-Street Parking Spaces

| Area | No. of Spaces |
|-----------------------------|---------------|
| Lot 1 Market Centre Parkade | 950 |
| Lot 3 (Darling and Queen) | 147 |
| Lot 4 (Dalhousie and King) | 44 |
| Total Off-Street | 1,141 |

Grand Total Public Spaces
1,706

Through detailed design, amount of on-street parking to be maintained wherever feasible.

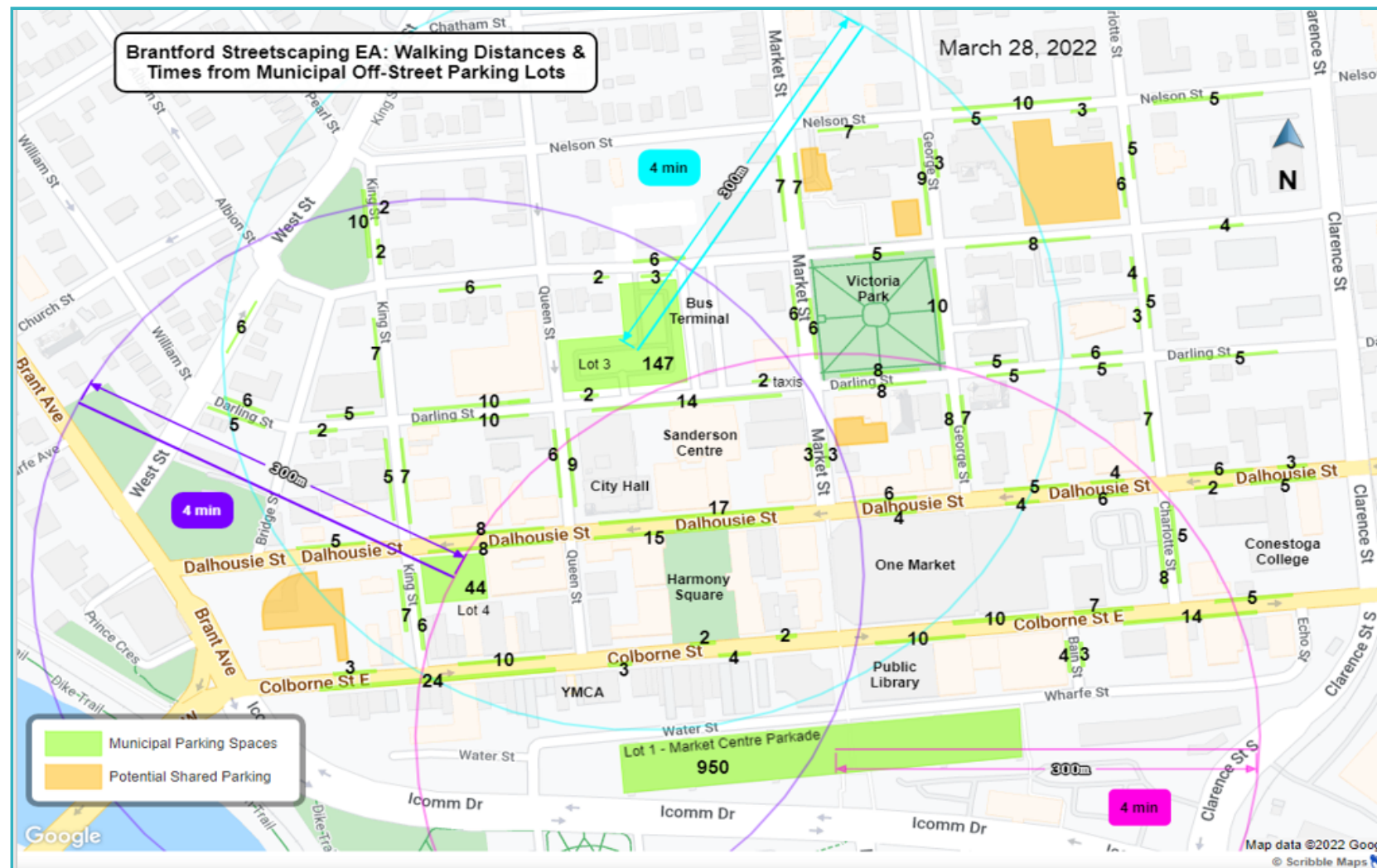
Overall there is no deficiency of parking in Downtown core.



Wayfinding

Important that people visiting the Downtown find it straightforward and intuitive to navigate.

This will be done through increased signage that is well placed.



Almost all of Downtown is reachable within a four-minute walk from the existing parking lots



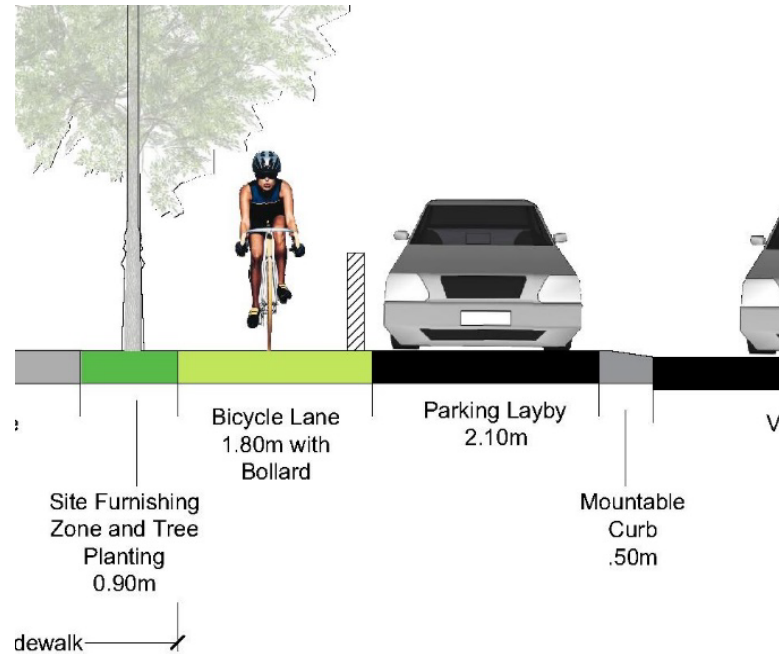
Key Environmental Assessment Issues

Bike Lanes/ Connectivity

Bike lanes along Dalhousie and Colborne Streets were identified within the Transportation Master Plan to connect cyclists east to west through the downtown.

1.8m wide lane with bollards, one lane on each street following direction of vehicular traffic, have been provided within the preferred alternative cross section.

Bike lanes connection at Brant Avenue - trail network along river.



Accessibility

Additional crossings with accessible pedestrian signals with auditory, visual and tactile information.

Paving material for sidewalks will be predominately concrete, providing a clear and even accessible route through the corridor.

Site furnishings to have accessible features, such as benches with end and mid arms.

Site furnishing zone/strip that provides a visual and tactile cue, signaling that the pedestrian is entering into bicycle and vehicular zones.



Tree Plantings/ Landscaping

Use of soil cells beneath sidewalks:

- Proper soil volumes to provide a health growing environment for trees – increased longevity.
- Can be used for storm water retention and infiltration, reducing impacts to surrounding stormwater infrastructure (LID).
- Provides increased tree canopy within the downtown .

Site Furniture Zone – organizes streetscape elements, such as planters, bike racks, seating, lighting, signage, etc., outside of the pedestrian clear zone.

Additional greening opportunities with the use of hanging baskets, hung from light standards.



Market Street & Queen Street Key Areas



Constraints

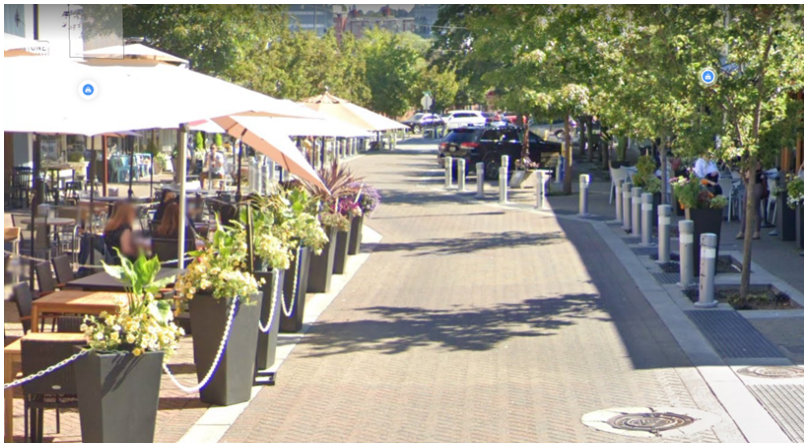
Market Street and Queen Street are City-owned right of ways, with businesses and residents requiring access. Through traffic can be eliminated if access is limited to either Colborne or Dalhousie.

Minimum of 6.0m wide path for emergency vehicles would be required.

Plans for Market Street & Queen Street

Woonerf, pedestrian-focused style of street:

- Low traffic volumes
- No curbs
- Surface texture to delineate areas of use
- Tree plantings



Argyle Grafton, Halifax



Bell Street, Seattle



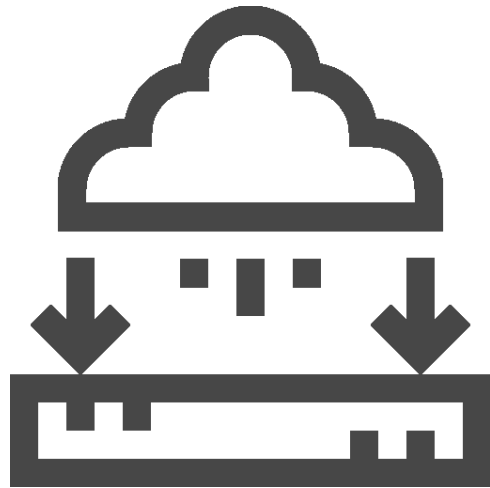
Park Lane, Kirkland, WA

Downtown Brantford Streetscape | April 2022



Addressing Climate Change

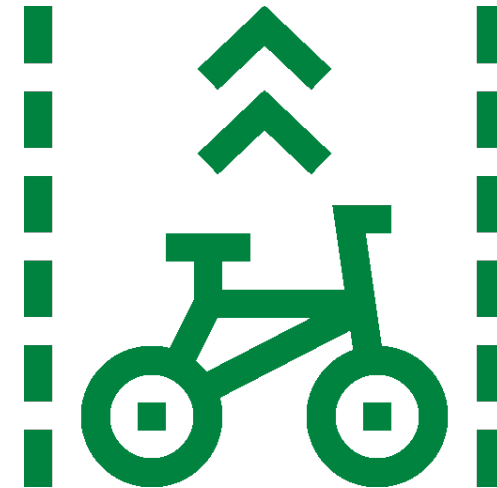
Ways Climate Change is Being Addressed



Consideration for permeable pavers in parking laybys, infiltrate runoff



Improvements to stormwater collection system



Introduction of bike lanes and improved accessibility to encourage active transportation



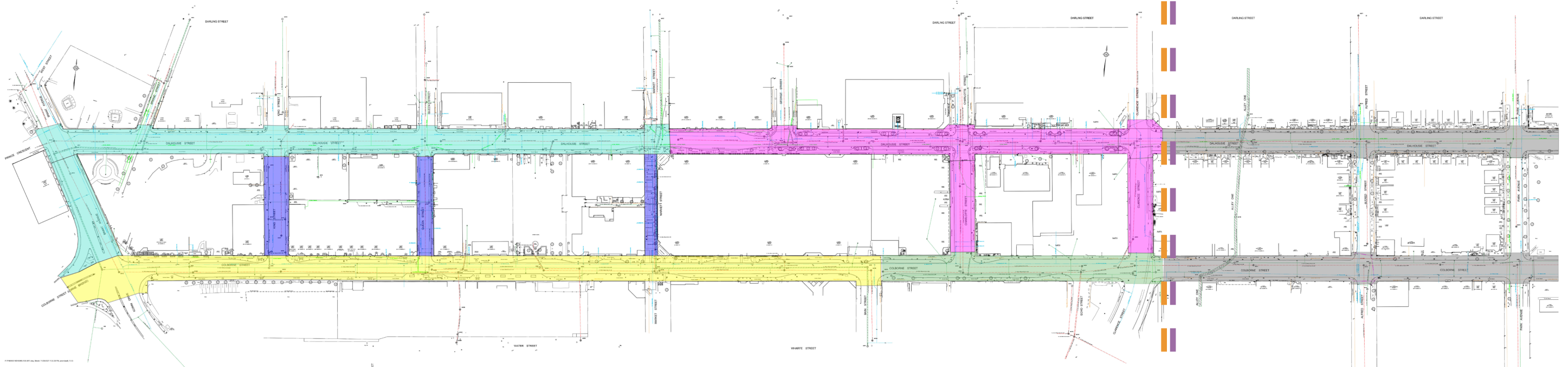
Introduction of more street trees, improved air quality from carbon sequestration



Construction Planning and Staging

Years 1-5

Years 5-10



Phase 1 of Construction:

Colborne Street and Dalhousie Street (Brant Avenue to Clarence Street).

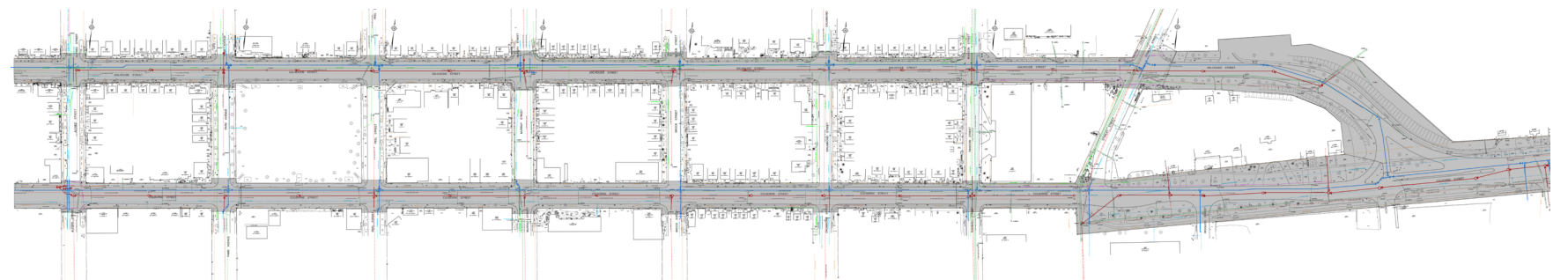
To be phased over 4-5 years of construction.

Phase 2 of Construction:

Colborne Street and Dalhousie Street (East of Clarence Street).

Will be the focus in years 5-10.

Years 5-10



Example – Downtown Kitchener

Before

Downtown Kitchener was used by drivers as a through street to get across the City.

Was not pedestrian friendly, accessible.



After

Narrower lanes were introduced, dramatically slowing traffic.

Introduced flexible parking. Spaces used for parking or patio depending on business preference.



Example – Downtown Guelph

Before

Wide lanes.
Narrow sidewalks.



After

Lane widths reduced, increased pedestrian/patio space.
On-street parking differentiated.



Example – Downtown Stratford

Before

Not pedestrian friendly.
High vacancy rate near project area.



After

Lane widths reduced, increased pedestrian/patio space.
On-street parking differentiated.



Questions, Comments & Next Steps

Comment Period

April 4, 2022: Presentation slides posted

April 21, 2022: Question and Comment Period open for two weeks

April 28, 2022: Q/A document posted

Confirm Preferred Alternative

Prepare Preliminary (30%) Design

Finalize and File Project Report for Public Review

Gagan Batra City Project Manager

City of Brantford
58 Dalhousie Street
Brantford, ON N3T 2J2

519-759-4150 x5426

cobdowntown@brantford.ca

Vince Pugliese, P.Eng., MBA, PMP Consultant Project Manager

MTE Consultants Inc.
520 Bingemans Centre Drive
Kitchener, ON N2B 3X9

519-743-6500 x1347

cobdowntown@brantford.ca

www.Brantford.ca/NewDowntown
www.LetsTalkBrantford.ca/Downtown

Downtown Brantford Streetscape | April 2022



Resident Questions and Answers

| No. | Questions | Answers |
|-----|---|--|
| 1 | Where are the strategies to show how the City will attract new businesses to downtown? What are the related strategies to show how the city plans to attract more businesses into the core? | <p>The main focus of this particular study is to look at the underground infrastructure within the downtown, and what improvements are necessary to handle to projected growth within the downtown over the next 30 years. Without the improvements to the infrastructure below ground, expanding services and growth will not be possible. So while this study does not look directly at how to attract new business to the downtown, the improvements that will be made will be necessary component to attracting business downtown.</p> <p>The study will propose a recommendation for</p> |
| 2 | What's the plan for cycling? Where will people ride their bikes to and from? | <p>The study is proposing the addition of separated cycling lanes that will connect eventually to the trail network to the west of the study area and the east of the study area</p> |
| 3 | My top concern about the Downtown is the one-way street system. Reducing vehicle speed, reducing driver entitlement to street, improving pedestrian and cycling safety and attracting businesses would result from a two-way system. Introducing roundabouts at each end of downtown along with two way streets would provide drivers choice of routes and improve flow. Two way streets would also improve connection and access | <p>With regards to the two-way traffic option, a thorough traffic study was conducted to assess the impacts of one way and two-way traffic. The results of that study will be included in the Environmental Study Report, and were presented at the second public information center. The results showed that the impact to traffic at certain intersections would be substantial if two-way traffic was implemented, and so the preferred approach was to continue with one-way traffic. When it comes to improving pedestrian and cycling safety, methods such as narrowing lanes, increasing pedestrian crossings, and introducing cycling lanes will vastly improve the overall safety of travelling downtown.</p> <p>Roundabouts are excellent means of introducing natural</p> |

- 4 The street and pedestrian flows between Dalhousie and Darling Streets need to be considered. Connections to the parking structure, market and casino area need to be added or improved. Cycling routes through downtown need to be connected to existing paths and routes. Improve public transit flows to and from other parts of City to downtown.
- The study is proposing the addition of separated cycling lanes that will connect eventually to the trail network to the west of the study area and the east of the study area on Colborne Street where an existing cycling path exists. The vision of the study is to increase capacity for all transit modes, including cyclists, drivers, pedestrians, and transit users. While the study at this stage has not provided in-depth details about the specific locations of pedestrian crossings, bus stops, parking stalls, etc., this
- 5 Is there any way to improve on public transit in the downtown?
- The study has reviewed the need for improvements to public transit in the downtown. Unfortunately, due to the timing of the study, it was difficult to make accurate recommendations for improvements when ridership was decreased due to the pandemic. The City will continue to evaluate the need for improvements to public transit as
- 6 Are there any plans for rejuvenation of Downtown Brantford, and what are they?
- This study is the first step in the rejuvenation of Downtown Brantford. The planned construction will update the underground infrastructure needed to service the growing demands of downtown, as well as the projected growth of residents and businesses. The
- 7 What are the expansion and development plans for Brantford?
- This study is focused on the planned growth and development of the downtown and the surrounding area. The City has great expectations for growth and redevelopment within the downtown area. The upgrades
- 8 Is the infrastructure of the whole city deteriorating?
- Much of the infrastructure within the downtown core has reached the end of its serviceable life, and is in need of replacement. Some of the infrastructure is over 100 years old. The underground infrastructure is the driving need for this study, as the underground improvements are necessary for the City to continue to provide services (water, sanitary, etc.) to residents and businesses. As
- 9 What is being done to encourage more of a standard of awareness and effort to do more of what we can for the environment?
- One of the studies that was undertaken as part of the EA, was a natural environment study. There are a few ways in which environmental improvements are being addressed:
- The streetscape design includes the provision for more trees in the downtown, which will improve habitat, but also reduce greenhouse gas emissions.
 - Improved stormwater collection systems will reduce

- 10 Please don't take parking spots away from in front of 40 Queen Street as that is an apartment building with tenants who require convenient, accessible spaces. The diagram shown at the Public Information Centre did not show parking spaces on Queen Street between Darling and Dalhousie Street.
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- 11 You left out "cars" and other "personal" modes of transportation in the "Enhance infrastructure for all transportation modes" paragraph. All modes of transportations must have access to the streets downtown and street parking must stay. Don't remove the 84-86 free spaces that are in downtown core.
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- 12 I'm concerned that parking is being valued more than active forms of transportation (cycling and walking), and that its being prioritized over the social vibrancy that can result from additional outdoor space for businesses. What is wrong with reducing on-street parking on Colborne and Dalhousie by half when there is no shortage of parking downtown? I'm concerned that the prioritization of parking over separated and raised (more visible) of safety. Doors opening and people exiting form cars into a bicycle lane cannot be the safest alternative. I hope you will choose Alterntive 2 as it provides the greatest promise for an acessible and vibrant downtown.
- When conducting a study such as this, the Project Team takes into account feedback from all stakeholders, including residents, businesses, organizations, schools, etc. The Project Team had the opportunity to meet with all of the stakeholders of this project, and it was clear that maintaining on street parking was something that was highly desired. The preferred alternative takes into account the need for parking, cycling lanes, and pedestrian space by creating a level space from back of curb to building face, which allows the City the greatest amount of flexibility in the future to extend patios, shift bike lanes, and whatever else may be desired in the long term. We truly cannot know what the needs will be for the downtown in the future, and so the intent was to provide a cross section that would provide the City with
- 13 There is an excessive amount of garbage in the public spaces and in private yards and porches. There need to be a better disposal system to encourage keeping the city clean. Something needs to be done to clean up the city or the rest of the updates will just be a band aid short term solution.
- Part of the curbside management component of this study is aimed at ensuring infrastructure is in place to better accommodate the garbage collection. The preliminary design will evaluate what space requirements will be necessary to include underground storage, while the detailed design will determine the types of garbage storage systems that can be introduced to the streetscape.
- The scope of this study is to focus on the infrastructure and provide recommendations for the streetscape in the
- 14 Preferrred alternative (3) is excellent. My one wish would be that entry (from Gretzky to Colborne to core) into the city was more attractive. Would it be possible to have local artists paint the sides of building walls with scenes from Brantford to make the streets look more attractive?
- One of the elements that is included in the streetscape design is entry features at Clarence Street and Brant Avenue. These entry features are a key element in making the downtown a destination, people should know they have arrived.

- 15 How much money of the approximate \$800,000 budgeted for this study has been spent to date? Is the study expected to come in under, over or at budget by completion? Approximately 60% of the budget is spent to date. At this time there is no significant risk to the project going
- 16 The proposed plans for the Downtown address my concerns, but changes wont take place for at least five years. As a resident of the downtown, my top concern every single day is safety, especially around the Market Centre Parkade and Library, as well as drivers speeding on Colborne in the summer. The City needs to address the concerns now, not in the future. The speeding on Colborne Street is out of control in the summer and the noise level is unreasonable. We believe that the streetscape plans will address all of the concerns that you have presented, specifically the natural traffic calming that will occur. The hope is that once the first phases of construction are able to begin, they will start to introduce the necessary traffic calming by narrowing the laneway and introducing more pedestrian crossings. With regards to short term plans,
- 17 I am concerned about pedestrian safety, especially as a disabled/handicapped senior. There are not enough crosswalks. Additionally, the traffic on Colborne and Dalhousie is terrible, especially from 11am to 5pm. I don't feel safe at night in downtown, or even during the day. The streetscape design will focus on making the downtown more accessible. The design will meet all of the accessibility design standards at the time of construction. The design also includes the addition of
- 18 How are the bicycle safety levels of Alternative 2 and Alternative 3 the same, when the former provides a protected bicycle lane and the latter poses a risk of "dooring" from parked cars. The safety score assigned to the alternatives is not specific to the safety of the cyclists on the separated cycling lane, but rather a reflection of the overall safety of the alternative. There is a significant increase in safety for cyclists when they are provided a dedicated
- 19 Can you please clarify why Alternative 3 has a great social environment rating than Alternative 2, when the former offers parking and the latter more spaces for businesses, pedestrians, and cyclists. When speaking with all of the stakeholders, there was a clear need to maintain as much of the on street parking as possible. While some view additional space for patios as desirable, others may perceive parking as more

The proposed plans for the Downtown address my concerns, but changes won't take place for at least five years. As a resident of the downtown, my top concern every single day is safety, especially around the Market Centre Parkade and Library, as well as drivers speeding on Colborne in the summer. The City needs to address the concerns NOW, not in the future.

As stated above, my top concern at the moment is personal safety, especially in the area around the YMCA, library, and Market Centre Parkade. The safety of residents and people who work in the downtown needs to be addressed immediately, not held over until the streetscaping project is complete.

I was optimistic that when City Hall moved to Dalhousie Street, the increased municipal employee presence in the neighbourhood would improve overall safety. This has not been the case. While I have noticed and appreciated the increased security presence around the YMCA, there only seems to be a dedicated patrol at times when employees are leaving work and heading to their vehicles. I still feel incredibly unsafe on the weekend and in the evening.

1 Additionally, the speeding on Colborne Street is out of control in the summer. I'm not personally afraid of being struck by a vehicle. However, the noise level is unreasonable! I work from home and when I'm on a call, the people on the other end comment on the noise. It's embarrassing and, frankly, speeding is illegal. The speeding also makes it unpleasant for me to sit outside on my own balcony. Moreover, in the past when Harmony Square screened movies, the noise disrupted the films. Again, I'm not personally afraid of being struck by a careless driver, however, the area these vehicles are speeding in covers a lot of family and child-focused amenities, namely: the YMCA, Harmony Square, and the Library, as well as endangering parents parking on the street and attempting to corral children from car seats.

I am very optimistic about the future of Downtown Brantford, but there are fundamental safety concerns that need to be addressed immediately.

We believe that the streetscape plans will address all of the concerns that you have presented, specifically the natural traffic calming that will occur.

The hope is that once the first phases of construction are able to begin, they will start to introduce the necessary traffic calming. With regards to short term plans, the City has other groups and studies ongoing with the hopes of addressing some of the safety concerns within the downtown.

2 I have lived in numerous cities and know I have seen how Brantford is managed. Where are the strategies to show how the City will attract new businesses to what is a dead downtown? People will not head downtown if there is nothing for them? What are the related strategies to show how the city plans to attract more businesses into the core? At the moment, we cannot even fill Harmony Square with retail or food outlets. For example, I keep wondering who will ride bikes downtown.... where are going to and from? Should we have some analysis?

The main focus of this particular study is to look at the underground infrastructure within the downtown, and what improvements are necessary to handle to projected growth within the downtown over the next 30 years. Without the improvements to the infrastructure below ground, expanding services and growth will not be possible. So while this study does not look directly at how to attract new business to the downtown, the improvements that will be made will be necessary component to future looks at attracting business downtown. With regards to cyclists, if there is no infrastructure for cyclists, then it is unlikely that people will choose to cycle to downtown.

3 Please don't take parking spots away from in front 40 Queen St . That is an apartment building with tenant's, we park there to drop groceries off etc, and we need a wheelchair parking space in front of this building. I looked at the diagram council designed and did I not see spaces for Queen St between Darling and Dalhousie St., they were removed on the diagram. There is currently 2 hr free parking on one side of the street and the other is 15 minute which is ridiculous, and has been like that since the 70's. Brantford needs to get rid of the dinosaur signs and rules. Thank you for your consideration into this matter.

You left out "cars" and other "personal" modes of transportation in the "Enhance infrastructure for all transportation modes" paragraph. I'm see that blinders are being pulled over the communities eyes here. All modes of transportations must have access to the streets downtown and street parking must stay. Don't remove the 84-86 free 2 spaces that are in downtown core. This will hurt businesses and the community feel that this has had for literally decades. No "Streetscape" will replace that feel and sense of community. Council is taking away a downtown and turning it into a giant PARK! Great for businesses!

The location and orientation of parking spots will be determined through detailed design. We will collect feedback such as this as it will be imperative to determining exactly where parking is needed. Accessible parking spots will be maintained during detailed design

4. As a new resident to Brantford, I missed the collection and suggestion phases of this project. I'd like to highlight a key concern that I've had since moving to the downtown core. There is an excessive amount of garbage in the public spaces and in private yards and porches. This alone has made me feel like I live in a dump that is dirty, unsafe and not enjoyable. There needs to be a better disposal system to encourage keeping the city clean. You can add all the new landscaping you want, but if it is covered in garbage then it will still look like garbage. I would suggest dedicated spring clean up garbage days to highlight the big item pick up, and I would also suggest more public garbage cans and even a paid program so that the homeless population can return street garbage and be paid per bag - similar to bottle return. Something needs to be done to clean up the city or the rest of the updates will just be a band aid short term solution.

Part of the curbside management component of this study is aimed at ensuring infrastructure is in place to better accommodate the garbage collection. The preliminary design will evaluate what space requirements will be necessary to include underground storage

- 5
- 1) Where is the Emergency Lanes
 - 2) Where are the safe pedestrian crosswalks - especially for seniors, disabled, handicapped?
 - 3) I do want to know more where me as a resident and taxpayer . Where this will benefit me?

6 Preferred Alternative (3) is excellent. Thank you for all your work on this. My one wish would be that entry (from Gretskey to Colborne to core) into the city was more attractive. Although no one has control over the sale of buildings, such as the one at the corner of Clarence and Colborne. I wonder if it would be possible, with seller permission, to invite various city artists to paint the side of the wall with scenes from Brantford (and their websites as payment in free advertising)? The city would have to cover the cost of the paint, equipment, insurance, etc., so could be expensive, but perhaps other businesses would assist in the cost. The building will look more attractive, as will entry into the city core. There may be other opportunities to get artists involved (their payment again would be free advertising), such as carving the stumps of dead trees. etc.

One of the elements that is included in the streetscape design is entry features at Clarence Street and Brant Avenue. These entry features are a key element in making the downtown a destination, people should know they have arrived. The study does not look at anything outside the City's right of way, so any of the buildings themselves are beyond the scope of the study.

How are the bicycle safety levels of Alternative 2 and Alternative 3 the same, when the former provides a protected bicycle lane and the latter poses a risk of "dooring" from parked cars?

Can you please clarify why Alternative 3 has a great social environment rating than Alternative 2, when the former offers parking and the latter more space for businesses, pedestrians, and cyclists.

7

Firstly, I'm concerned that parking is being valued more than active forms of transportation (cycling and walking), and that it's being prioritized over the social vibrancy that can result from additional outdoor space for businesses. These are aspects of downtowns that we know make them more attractive. What is wrong with reducing on-street parking on Colborne and Dalhousie by half when there is no shortage of parking downtown? I would rather see that space be used to widen sidewalks and provide more space for strollers, wheelchairs (which we commonly see), groups of students walking, benches, and patios for businesses, etc.

Secondly, as a former Torontonian who has personally witnessed others being "doored" by parked cars next to a bicycle lane that was "protected" by bollards, I'm concerned that the prioritization of parking over separated and raised (more visible) bicycle lanes will result in less use of the bicycle lanes out of fears of safety. I'm a driver, cyclist and pedestrian. Finding parking downtown has never been an issue for me. But as a mom who will have my kid in tow on a bicycle on our way to and from daycare (and eventually school), I want that bicycle lane to be as safe as possible. Doors opening and people exiting from cars into a bicycle lane cannot be the safest alternative.

We're a family new to Brantford and we purposefully chose to live within walking distance of downtown. We regularly go to the library with our toddler, are choosing downtown for dental care, haircuts, takeout, and we eagerly await patio season and the opening of new restaurants. We bring out out-of-town friends and family for walks downtown because it's truly beautiful. I hope you will choose Alternative 2 as it provides the greatest promise for an accessible and vibrant downtown.

Thank you for your feedback. It is difficult when weighing the importance of parking versus other elements of the streetscape. We had the opportunity to meet with all of the stakeholders of this project, and it was clear that maintaining on street parking was something that was highly desired. However, what we have done with the cross section is create a level space from back of curb to building face, which allows the City the greatest amount of flexibility in the future to extend patios, shift bike lanes, and whatever else may be desired in the long term. We truly cannot know what the needs will be for the downtown in the future, and so our intent was to provide a cross section that would provide the City with ample flexibility to adapt to those changing demands.

8

How much money of the approximate \$800,000 budgeted for this 'study' has been spent to date? Is the 'study' expected to come in under, over or at budget by completion?

Approximately 60% of the budget is spent to date. At this time there is no significant risk to the project going over budget.

9

You left out "cars" and other "personal" modes of transportation in the "Enhance infrastructure for all transportation modes" paragraph. I'm see that blinders are being pulled over the communities eyes here. All modes of transportations must have access to the streets downtown and street parking must stay. Don't remove the 84-86 free 2 spaces that are in downtown core. This will hurt businesses and the community feel that this has had for literally decades. No "Streetscape" will replace that feel and sense of community. Council is taking away a downtown and turning it into a giant PARK! Great for businesses!

While previous iterations of the streetscape and functional design showed a potential loss of 84 spots, the proffered alternative that was presented at PIC#3 showed no loss of on street parking. Through detailed design, every effort will be made to maintaining on street parking.



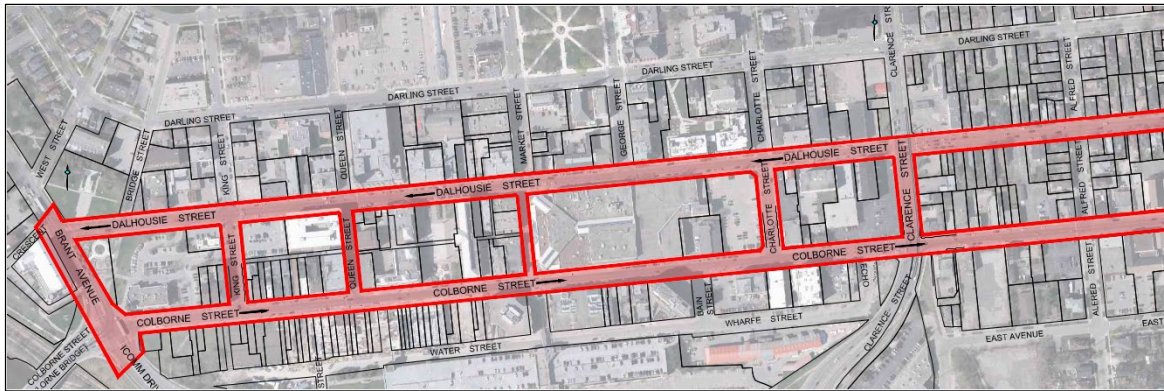
PUBLIC INFORMATION CENTRE (PIC#3) Downtown Streetscaping Class Environmental Assessment (EA)

Frequently Asked Questions (FAQ)



1.0 Introduction

The City of Brantford has initiated a Class Environmental Assessment (EA) for streetscaping the Downtown to improve walkability, accessibility, and underground infrastructure to allow for development, enhance the infrastructure for all transportation modes, and increase pedestrian capacity. 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.



Map 1 - Close up of Study Area, Part 1



Map 2 - Close up of Study Area, Part 2

2.0 Frequently Asked Questions

A number of questions and comments were submitted to the project team throughout the third Public Information Centre process. Questions and comments were grouped into various themes in the section below.

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2.1 Strategies for Downtown

Question: Where are the strategies to show how the City will attract new businesses to downtown? What are the related strategies to show how the city plans to attract more businesses into the core?

Answer: The main focus of this particular study is to look at the underground infrastructure within the downtown, and what improvements are necessary to handle to projected growth within the downtown over the next 30 years. Without the improvements to the infrastructure below ground, expanding services and growth will not be possible. So while this study does not look directly at how to attract new business to the downtown, the improvements that will be made will be necessary component to attracting business downtown.

The study will propose a recommendation for streetscaping improvements that will create a destination downtown that people want to visit, one that provides accommodations for all modes of transportation, fosters street-level activity through site furnishings, a slower road network, and more greenery.

Question: What’s the plan for cycling? Where will people ride their bikes to and from?

Answer: The study is proposing the addition of separated cycling lanes that will connect eventually to the trail network to the west of the study area and the east of the study area on Colborne Street where an existing cycling path exists.



Question: My top concern about the Downtown is the one-way street system. Reducing vehicle speed, reducing driver entitlement to street, improving pedestrian and cycling safety and attracting businesses would result from a two-way system. Introducing roundabouts at each end of downtown along with two-way streets would provide drivers choice of routes and improve flow. Two-way streets would also improve connections and access.

Answer: With regards to the two-way traffic option, a thorough traffic study was conducted to assess the impacts of one way and two-way traffic. The results of that study will be included in the Environmental Study Report, and were presented at the second public information center. The results showed that the impact to traffic at certain intersections would be substantial if two-way traffic was implemented, and so the preferred approach was to continue with one-way traffic. When it comes to improving pedestrian and cycling safety, methods such as narrowing lanes, increasing pedestrian crossings, and introducing cycling lanes will vastly improve the overall safety of travelling downtown.

Roundabouts are excellent means of introducing natural traffic calming. Unfortunately, roundabouts take up larger footprints than standard signalized intersections. The downtown area is constrained by the existing buildings and narrow right of way. Roundabouts would result in significant property impact in the downtown. As part of the study, we will be reviewing the potential for a roundabout at the east and west limit, where there are fewer constraints.

Question: The street and pedestrian flows between Dalhousie and Darling Streets need to be considered. Connections to the parking structure, market and casino area need to be added or improved. Cycling routes through downtown need to be connected to existing paths and routes. Improve public transit flows to and from other parts of City to downtown.

Answer: The study is proposing the addition of separated cycling lanes that will connect eventually to the trail network to the west of the study area and the east of the study area on Colborne Street where an existing cycling path exists. The vision of the study is to increase capacity for all transit modes, including cyclists, drivers, pedestrians, and transit users. While the study at this stage has not provided in-depth details about the specific locations of pedestrian crossings, bus stops, parking stalls, etc., this information will be provided during the detailed design stage following the Environmental Assessment. It is our intent that by including cycling lanes and improved pedestrian facilities, that we will be able to provide a better connection for people to the area surrounding downtown.



Question: Is there any way to improve on public transit in the downtown?

Answer: The study has reviewed the need for improvements to public transit in the downtown. Unfortunately, due to the timing of the study, it was difficult to make accurate recommendations for improvements when ridership was decreased due to the pandemic. The City will continue to evaluate the need for improvements to public transit as ridership increases. Evaluation of servicing areas outside of downtown Brantford was outside the scope of this study.

Question: Are there any plans for rejuvenation of Downtown Brantford, and what are they?

Answer: This study is the first step in the rejuvenation of Downtown Brantford. The planned construction will update the underground infrastructure needed to service the growing demands of downtown, as well as the projected growth of residents and businesses. The proposed infrastructure improvements will ensure that all of the services that are needed are available.

Question: What are the expansion and development plans for Brantford?

Answer: This study is focused on the planned growth and development of the downtown and the surrounding area. The City has great expectations for growth and redevelopment within the downtown area. The upgrades and replacement of the underground infrastructure as part of this study will make it possible for the development in and around downtown to take place.

Question: Is the infrastructure of the whole city deteriorating?

Answer: Much of the infrastructure within the downtown core has reached the end of its serviceable life, and is in need of replacement. Some of the infrastructure is over 100 years old. The underground infrastructure is the driving need for this study, as the underground improvements are necessary for the City to continue to provide services (water, sanitary, etc.) to residents and businesses. As failures in the infrastructure occur, which they have over recent years, the cost of repairs is significant and cause untimely disturbances to businesses and residents.



Question: What is being done to encourage more of a standard of awareness and effort to do more of what we can for the environment?

Answer: One of the studies that was undertaken as part of the EA, was a natural environment study. There are a few ways in which environmental improvements are being addressed:

- The streetscape design includes the provision for more trees in the downtown, which will improve habitat, but also reduce greenhouse gas emissions.
- Improved stormwater collection systems will reduce the loading on streams and rivers, providing treatment to remove oil and grit before it makes its way to the river.
- The introduction of cycling lanes and improved pedestrian facilities to encourage active transportation through the downtown will reduce travel by cars.

2.2 Parking

Question: Please don't take parking spots away from in front 40 Queen St. as that is an apartment building with tenants who require convenient, accessible spaces. The diagram shown at the Public Information Centre did not show parking spaces on Queen Street between Darling and Dalhousie Street.

Answer: The location and orientation of parking spots will be determined through detailed design. We will collect feedback such as this as it will be imperative to determining exactly where parking is needed. Accessible parking spots will be maintained through this project.

Question: You left out "cars" and other "personal" modes of transportation in the "Enhance infrastructure for all transportation modes" paragraph. All modes of transportations must have access to the streets downtown and street parking must stay. Don't remove the 84-86 free spaces that are in downtown core.

Answer: While previous iterations of the streetscape and functional design showed a potential loss of 84 spots, the preferred alternative that was presented at Public Information Centre #3 showed no loss of on-street parking. The updated preferred alternative shows that parking will be maintained on both sides of Colborne and Dalhousie Street and the parking study has determined that this alternative will not result in a loss of on-street parking spaces. Through detailed design, every effort will be made to maintain on street parking.



Question: I'm concerned that parking is being valued more than active forms of transportation (cycling and walking), and that it's being prioritized over the social vibrancy that can result from additional outdoor space for businesses. What is wrong with reducing on-street parking on Colborne and Dalhousie by half when there is no shortage of parking downtown? I'm concerned that the prioritization of parking over separated and raised (more visible) bicycle lanes will result in less use of the bicycle lanes out of fears of safety. Doors opening and people exiting from cars into a bicycle lane cannot be the safest alternative. I hope you will choose Alternative 2 as it provides the greatest promise for an accessible and vibrant downtown.

Answer: When conducting a study such as this, the Project Team takes into account feedback from all stakeholders, including residents, businesses, organizations, schools, etc. The Project Team had the opportunity to meet with all of the stakeholders of this project, and it was clear that maintaining on street parking was something that was highly desired. The preferred alternative takes into account the need for parking, cycling lanes, and pedestrian space by creating a level space from back of curb to building face, which allows the City the greatest amount of flexibility in the future to extend patios, shift bike lanes, and whatever else may be desired in the long term. We truly cannot know what the needs will be for the downtown in the future, and so the intent was to provide a cross section that would provide the City with ample flexibility to adapt to those changing demands.

The design and configuration of the streetscape being presented provides safety for cyclists through separated cycling lanes that are delineated by bollards. When in the detailed design stage, the location of bollards can be set to reduce the safety concerns of cyclists being hit by doors.

2.3 Garbage Collection / Beautification

Question: There is an excessive amount of garbage in the public spaces and in private yards and porches. There needs to be a better disposal system to encourage keeping the city clean. Something needs to be done to clean up the city or the rest of the updates will just be a band aid short term solution.

Answer: Part of the curbside management component of this study is aimed at ensuring infrastructure is in place to better accommodate the garbage collection. The preliminary design will evaluate what space requirements will be necessary to include underground storage, while the detailed design will determine the types of garbage storage systems that can be introduced to the streetscape.

The scope of this study is to focus on the infrastructure and provide recommendations for the streetscape in the downtown. While the study will focus on the provision of infrastructure, the City of Brantford Public Works Commission manages that waste



disposal systems and any changes to the collection in the downtown will be a City initiative outside of this study.

Question: Preferred Alternative (3) is excellent. My one wish would be that entry (from Gretzky to Colborne to core) into the city was more attractive. Would it be possible to have local artists paint the sides of building walls with scenes from Brantford to make the streets look more attractive?

Answer: One of the elements that is included in the streetscape design is entry features at Clarence Street and Brant Avenue. These entry features are a key element in making the downtown a destination, people should know they have arrived.

The study does not look at anything outside the City's right of way, so any of the buildings are beyond the scope of the study and something that can be investigated by the City.

2.4 Cost

Question: How much money of the approximate \$800,000 budgeted for this study has been spent to date? Is the study expected to come in under, over or at budget by completion?

Answer: Approximately 60% of the budget is spent to date. At this time there is no significant risk to the project going over budget.

2.5 Safety

Question: The proposed plans for the Downtown address my concerns, but changes won't take place for at least five years. As a resident of the downtown, my top concern every single day is safety, especially around the Market Centre Parkade and Library, as well as drivers speeding on Colborne in the summer. The City needs to address the concerns now, not in the future. The speeding on Colborne Street is out of control in the summer and the noise level is unreasonable.

Answer: We believe that the streetscape plans will address all of the concerns that you have presented, specifically the natural traffic calming that will occur. The hope is that once the first phases of construction are able to begin, they will start to introduce the necessary traffic calming by narrowing the laneway and introducing more pedestrian crossings. With regards to short term plans, the City has other departments and studies ongoing, including the Downtown Brantford Improvement Task Force, that are focused on addressing the safety concerns within the downtown.



Question: I am concerned about pedestrian safety, especially as a disabled/handicapped senior. There are not enough crosswalks. Additionally, the traffic on Colborne and Dalhousie is terrible, especially from 11am to 5pm. I don't feel safe at night in downtown, or even during the day.

Answer: The streetscape design will focus on making the downtown more accessible. The design will meet all of the accessibility design standards at the time of construction. The design also includes the addition of multiple mid-block crossings, as well as bump outs at all intersections which vastly reduce the crossing distance for pedestrians.

2.6 Evaluation

Question: How are the bicycle safety levels of Alternative 2 and Alternative 3 the same, when the former provides a protected bicycle lane and the latter poses a risk of "dooring" from parked cars?

Answer: The safety score assigned to the alternatives is not specific to the safety of the cyclists on the separated cycling lane, but rather a reflection of the overall safety of the alternative. There is a significant increase in safety for cyclists when they are provided a dedicated separated facility. With the width of the cycle lane, as well as the placement of bollards between the cycle lane and parking lane, a risk of dooring is greatly reduced.

Question: Can you please clarify why Alternative 3 has a great social environment rating than Alternative 2, when the former offers parking and the latter more space for businesses, pedestrians, and cyclists.

Answer: When speaking with all of the stakeholders, there was a clear need to maintain as much of the on street parking as possible. While some view additional space for patios as desirable, others may perceive parking as more relevant. The cross section being presented allows for a great degree of flexibility, and can be adapted to changing habits and behaviours.



Gagan Batra
City Project Manager

City of Brantford
58 Dalhousie Street
Brantford, ON N3T 2J2



519-759-4150 x5426



cobdowntown@brantford.ca



Vince Pugliese, P.Eng. MBA, PMP
Consultant Project Manager

MTE Consultants Inc.
520 Bingham Centre Drive
Kitchener, ON N2B 3X9



519-743-6500 x1347



cobdowntown@brantford.ca

