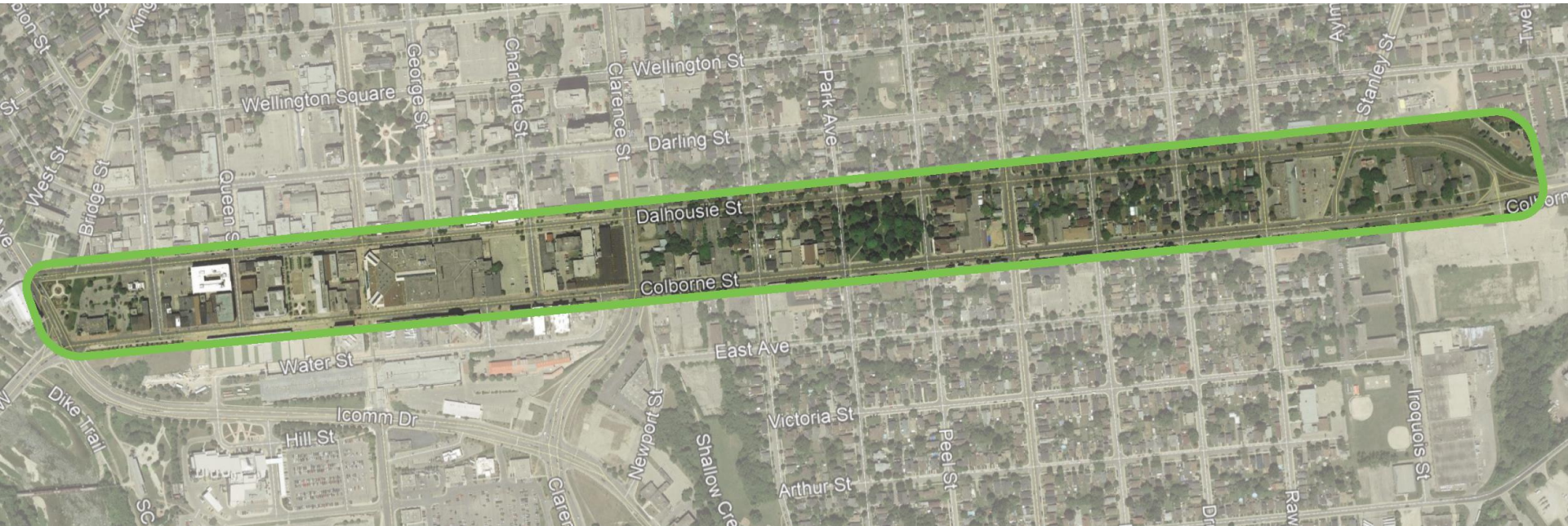


Downtown Brantford Streetscaping (Class EA)

Stakeholder Meeting #1
November 4, 2020



Agenda

- Review of study area, process and status
- Vision - Problem/Opportunity Statement
- Review key studies
- Review key constraints and most commonly identified priorities
- Review results from previous stakeholder workshops
- Sample cross sections from workshops
- Draft Evaluation Criteria
- Next steps



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; and*
- *Improve accessibility and safety in the core.*



Vision Exercise

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 – pedestrians, cyclists, transit users; improve accessibility and safety in the core.

Attractive

Safe

Infrastructure

Vibrant

Growth

Pedestrians

Active Transportation

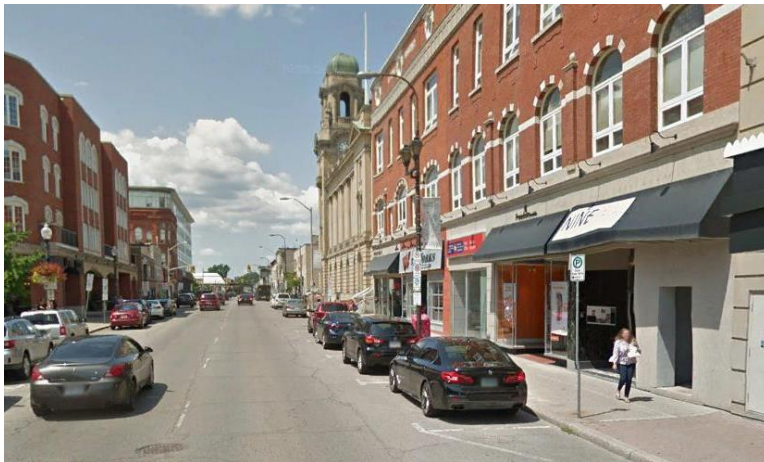
Accessible



Problem/Opportunity Statement



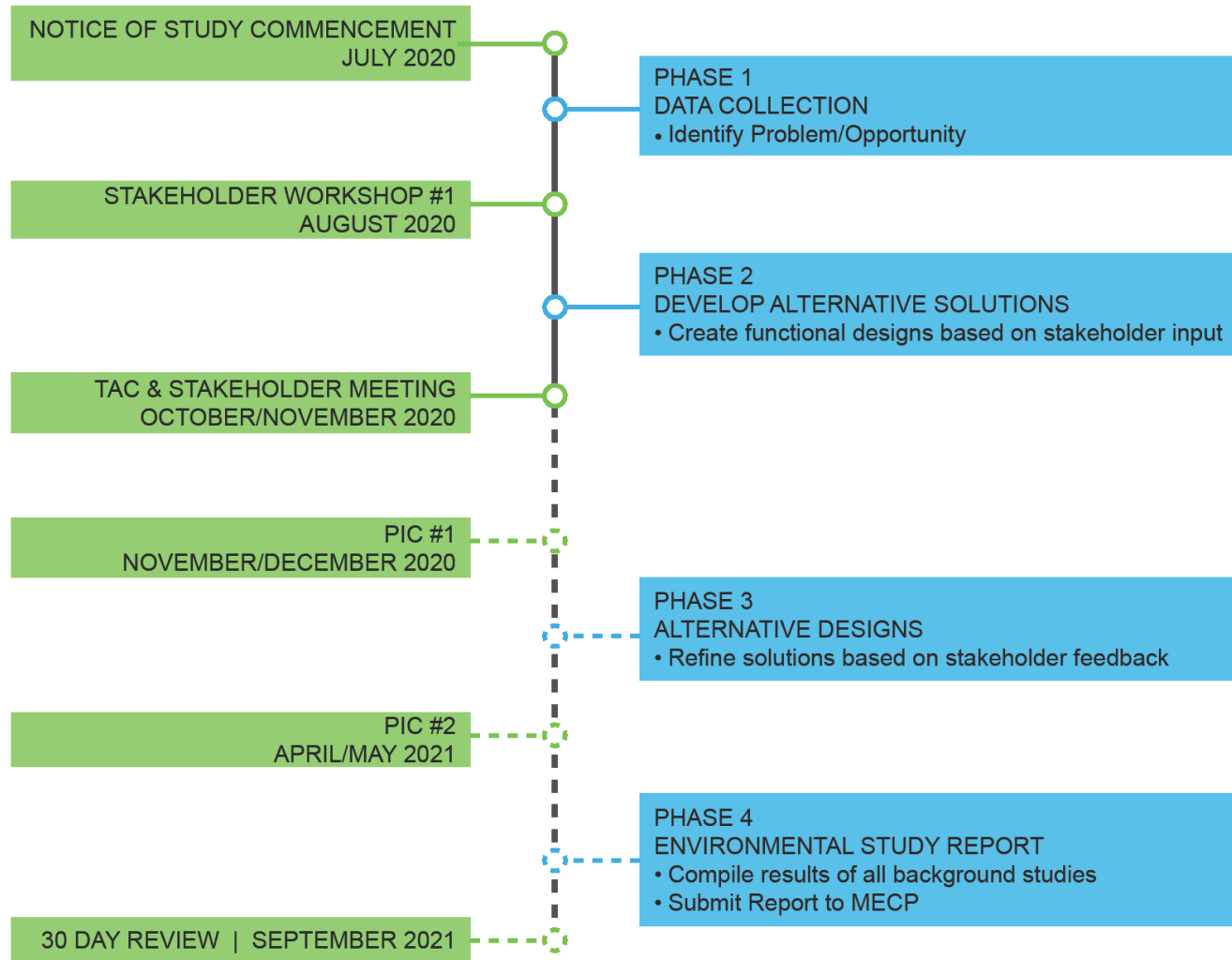
Revitalize Brantford's core by improving infrastructure, accessibility, safety, and rebuilding an aesthetically beautiful and adaptable Downtown.



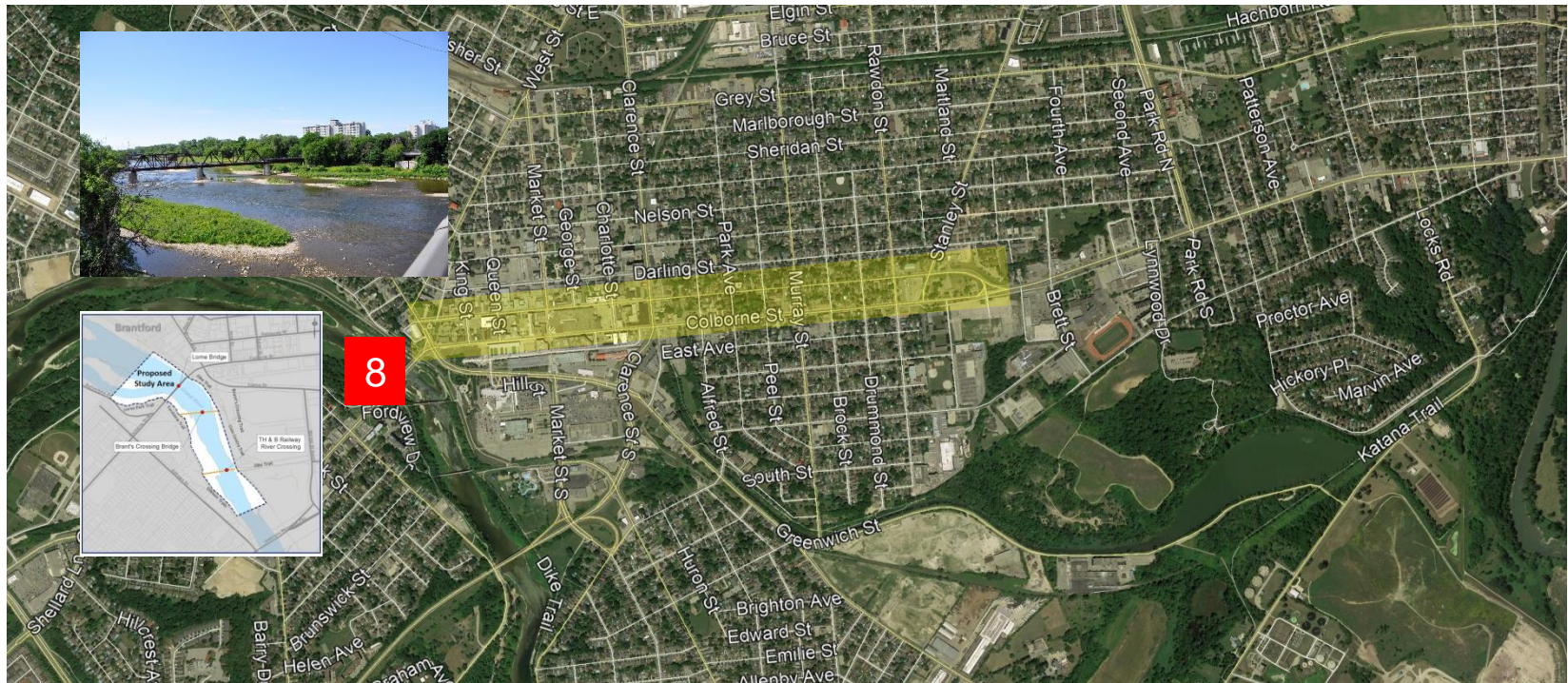
Downtown Brantford Streetscape
August 2020



Class EA Planning & Design Process



Studies



Past studies:

1. Transportation Master Plan (2014)
2. Downtown Streetscape Design Plan (2011)
3. Downtown Master Plan (2008)
4. Waterfront Master Plan
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Concurrent Studies

8. Three Grand River Crossings
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Key Constraints

Curbside Management

- Frequency of pick-up, ease of access vs. containers, space requirements for unloading

One-way vs. Two-way Traffic

- Space implications of accommodating two-way traffic, additional lane requirement for turning movements

Vehicular Priority and Programming

- Layby for loading, unloading and pedestrian infrastructure (shelters)

Accessibility

- Challenges of existing grades in some areas, narrow sidewalk widths
- Connections to existing built-form

Tree Plantings and Landscaping

- Operational requirements, location of proposed utilities and services
- Minimized by use of soil cells below paving to reduce space above grade



Key Constraints

Bike Lanes

- Connection to greater cycle network
- Space requirements in the right-of-way (balance vs. pedestrian space)
- Space limitations on north/south connections – limited access

Existing Built Form and Facades

- Consistency of theme

Sustainability and Surface Treatment of Runoff

- Space limitations and upkeep requirements (operational)
- Impact of Future Utility Locations

Parking

- ‘Right amount’ and ‘right location’ to have space for pedestrian elements

Lighting

- Balance between pedestrian lighting and vehicular lighting



Workshop Findings

Common Priorities

- Create a **pedestrian-friendly environment** - wider sidewalks, patio space, public benches/seating and pedestrian only areas
- **Bike lane** implementation in the downtown area
- Increase the feeling of **safety** in the downtown area to better attract visitors
- Beautification by incorporating more **plants, trees and green spaces**
- **Slower / reduced traffic** in the downtown area – narrower lanes
- Conversion of Dalhousie Street and Colborne Street from one-way to **two-way traffic**.
OR to maintain **one-way traffic**
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Workshop Findings

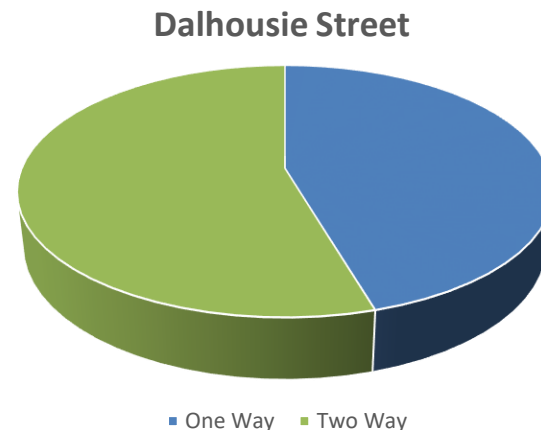
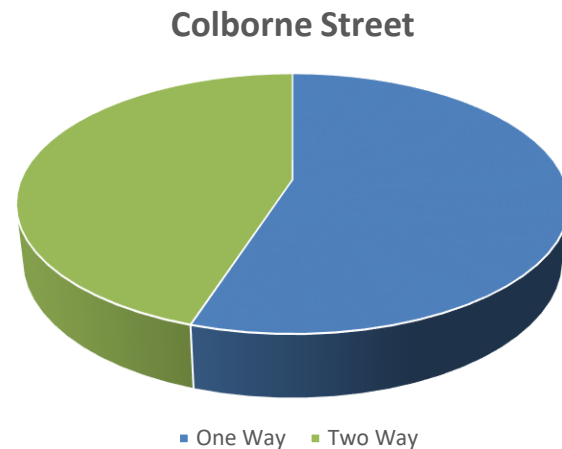
Colborne Street

- 20 cross sections
- One Way – 11
- Two Way – 9

Dalhousie Street

- 11 cross sections
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One Way versus Two Way Preferences



Workshop Findings

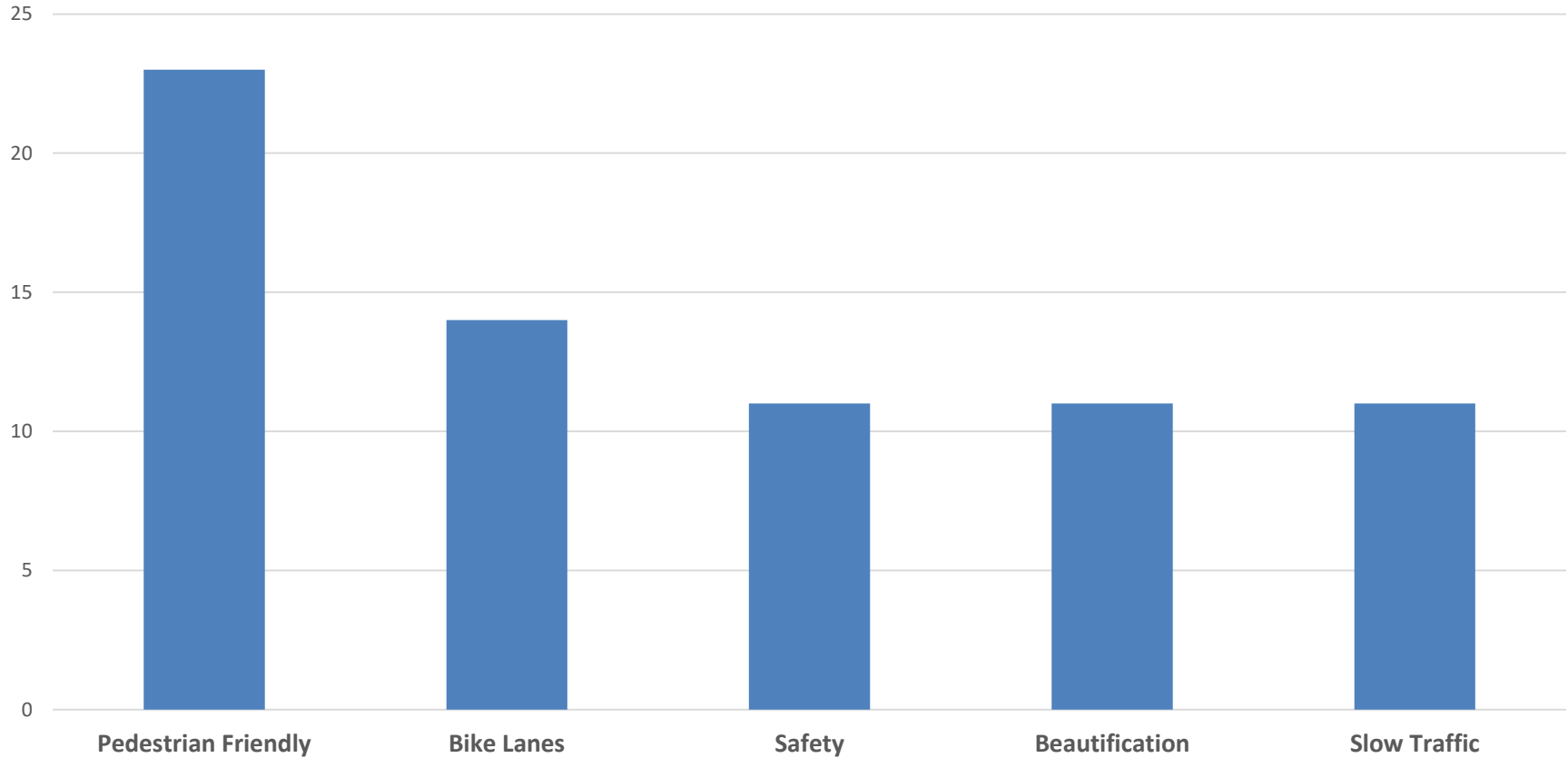
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	Two Way	One Way	Wider Sidewalks	On Street Parking	Bike Lanes	Transit Stops	Closed Street
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Workshop Findings

Top 5 Most Common Priorities



Workshop Findings

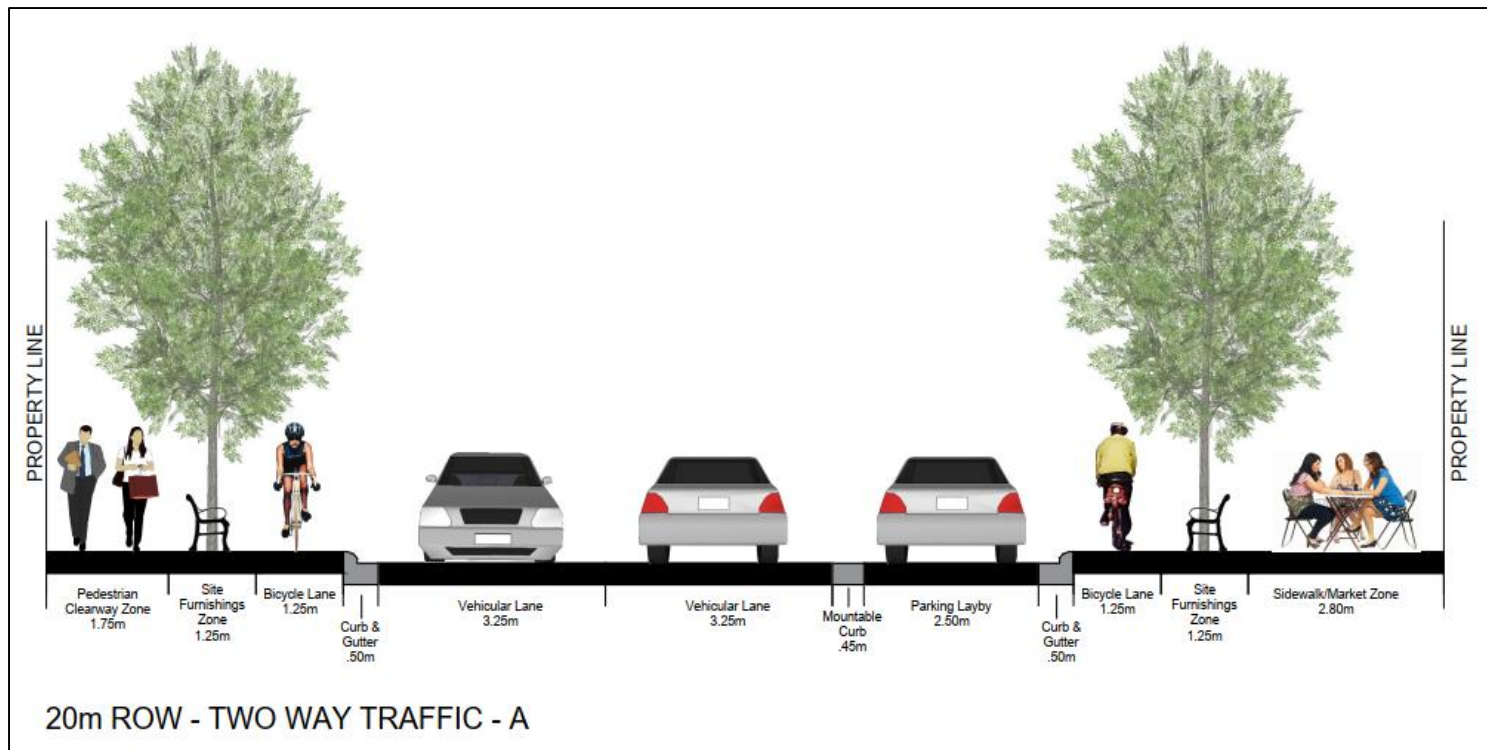
Priority	Number of Respondents	Percent of Respondents
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Common Cross Sections from Workshops

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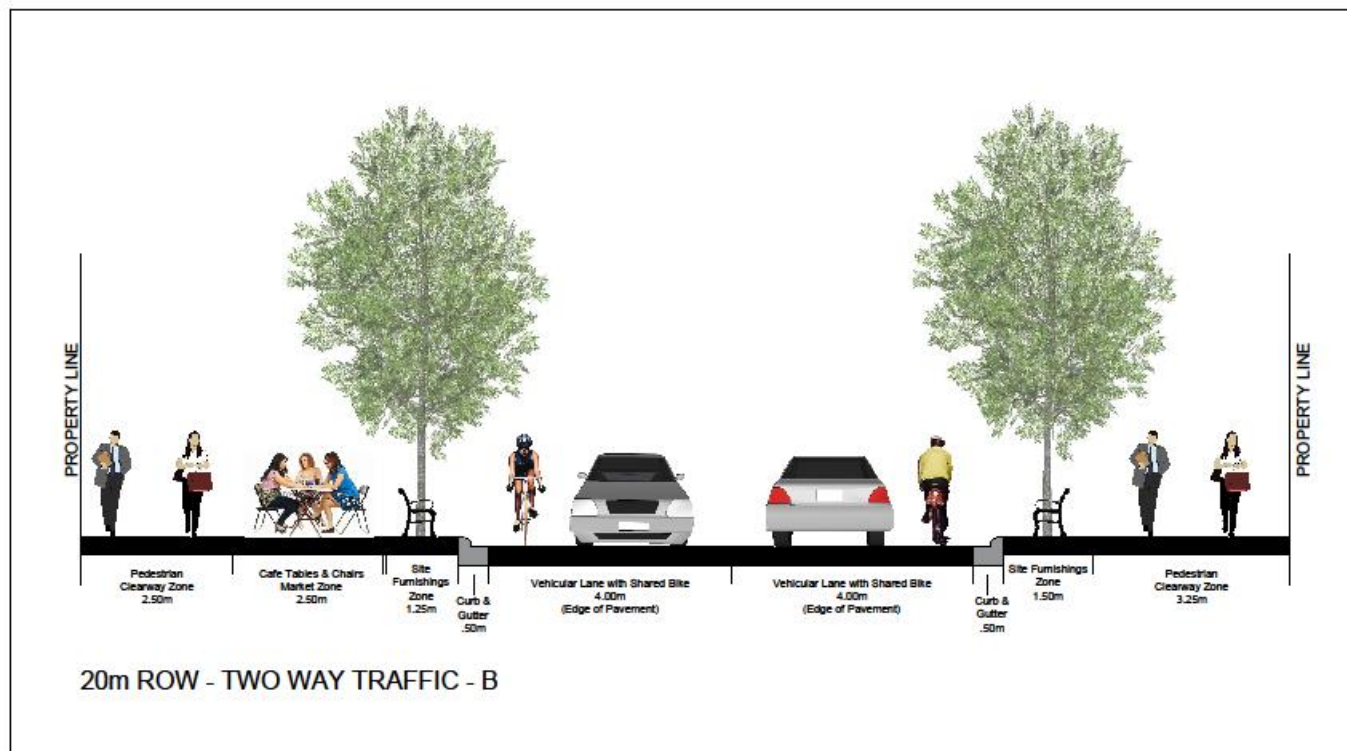
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Common Cross Sections from Workshops

Two-way Traffic

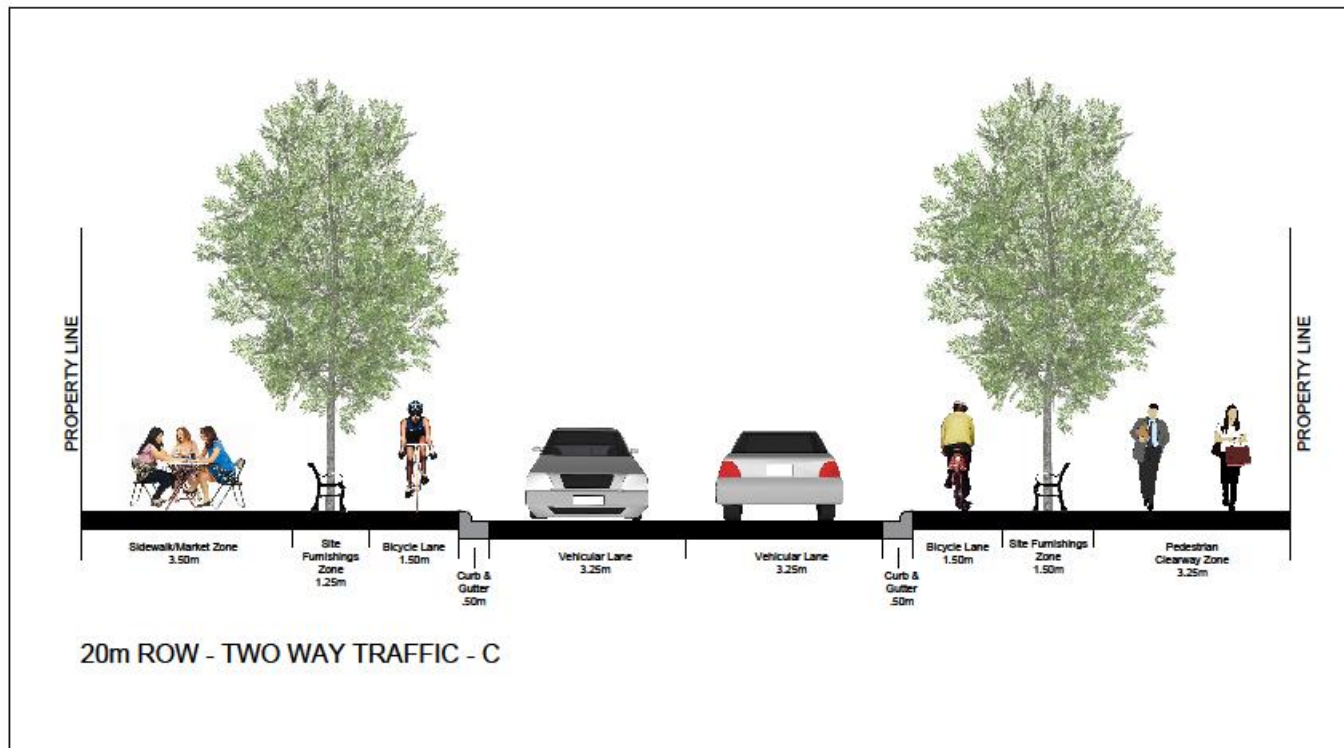
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Common Cross Sections from Workshop

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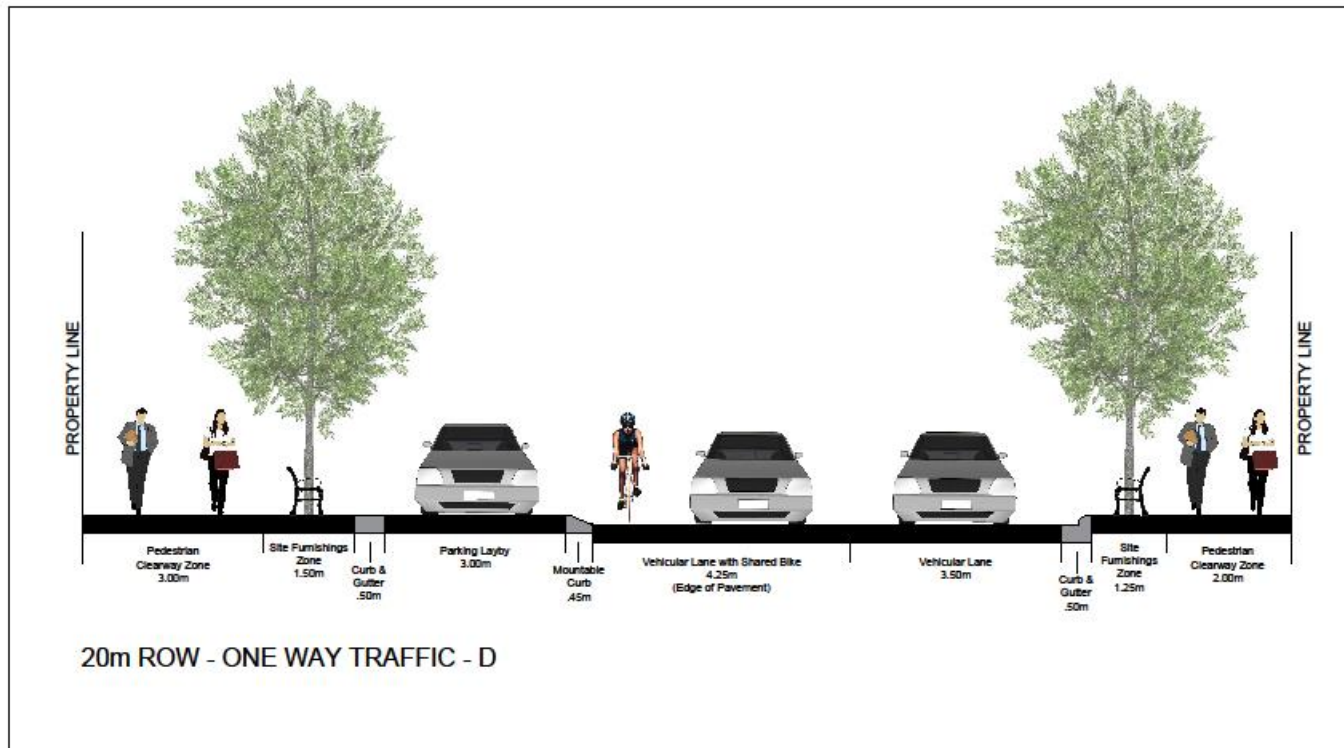
- Eliminate/reduce parking, separated bike lanes, wider sidewalks
- Increased cyclist safety



Common Cross Sections from Workshop

One-way Traffic

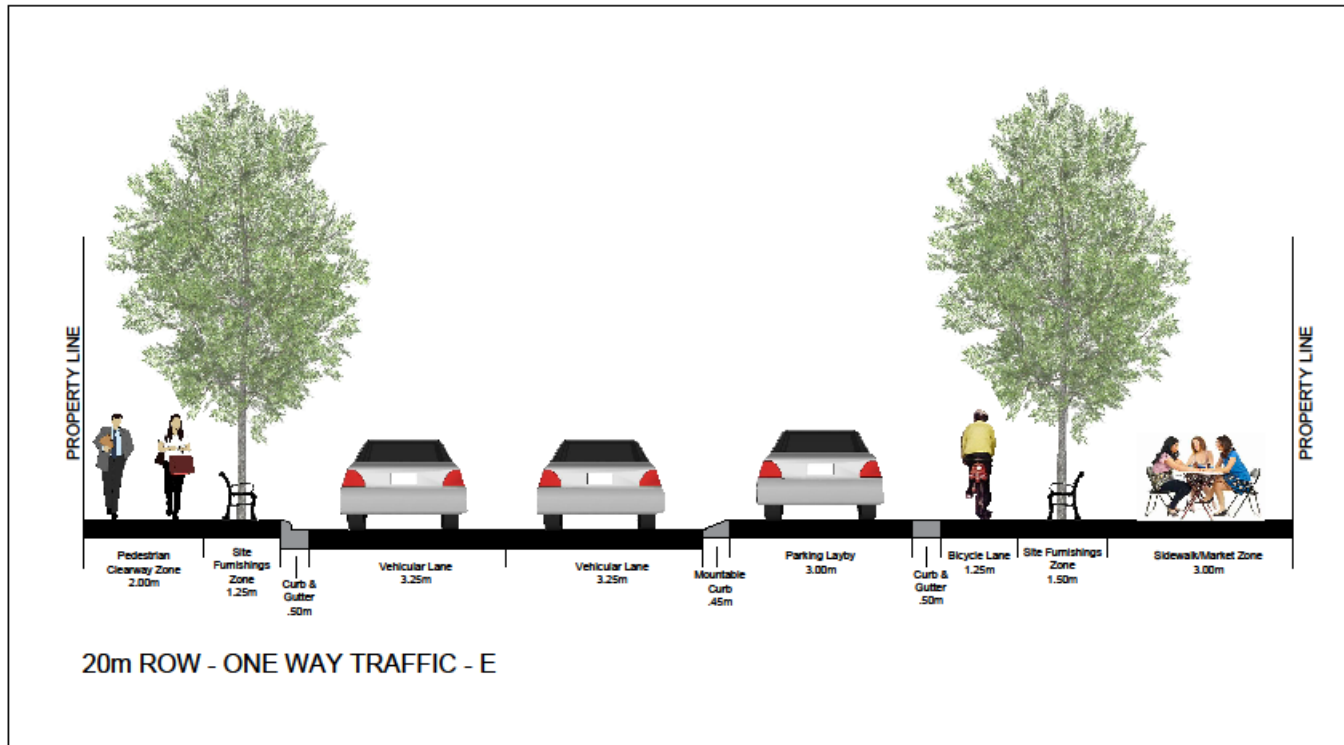
- Intermittent layby parking, on road bike lanes, wider sidewalks
- Increased cyclist safety



Common Cross Sections from Workshop

One-way Traffic

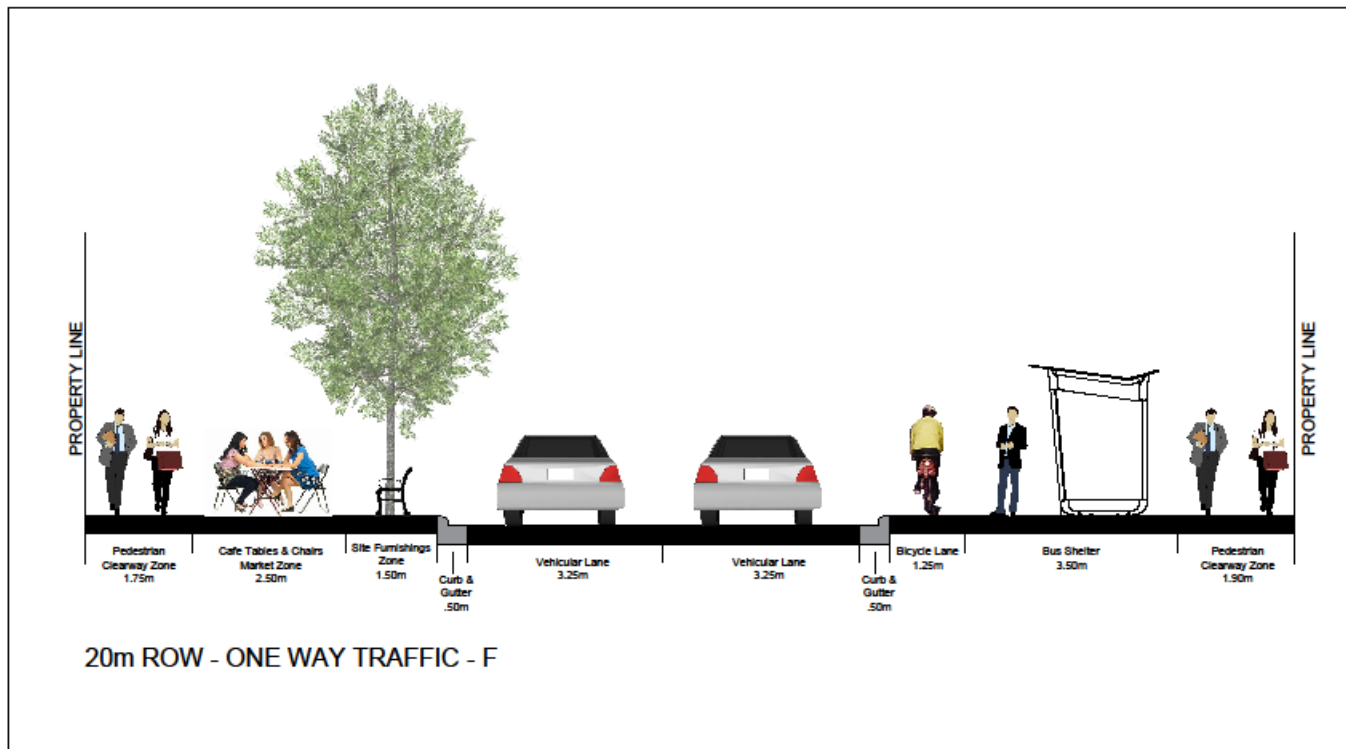
- Two lanes with layby parking, separated bike lane



Common Cross Sections from Workshop

One-way Traffic

- Two lanes, separated bike lane, reduce/eliminate parking
- Additional space for public transit stops, wider sidewalks



Preliminary Evaluation Criteria

Vision	Social Environment	Natural Environment	Heritage
Archaeological	Aesthetics / Image	Traffic Operations	Side Street Impacts
Vehicle Safety	Pedestrian / Cyclist Safety	Capital Cost	Maintenance Costs



Next Steps

- Generation and evaluation of preferred alternatives based on today's input
- Presentation of alternatives to Project Team
- Virtual PIC #1
 - November 30, 2020 – presentation slides posted
 - December 21, 2020 – Q/A video posted
 - January 25, 2021 – Q/A document posted
- Refine an alternative and hold a Project Team Meeting
- PIC #2
- Finalize and File Project Report for Public Review



Comments / Questions

Gagan Batra
City Project Manager

City of Brantford
100 Wellington Square
Brantford, ON N3T 5R7

T 519-759-4150 x5426
E GBatra@brantford.ca

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

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

T 519-743-6500 x1347
E VPugliese@mte85.com

www.brantford.ca/NewDowntown





Project Name: Downtown Brantford Streetscaping **MTE File No.:** 46995-100

Purpose: Stakeholder Meeting No. 1 **Date:** November 4, 2020

Time: 2:00pm

Meeting Location: Online via Zoom

Attendees	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
Mark Zuzinjak	GSP Group
Joshua Wall	City of Brantford - Councillor
Kevin Davis	City of Brantford - Mayor
Dan McCreary	City of Brantford - Councillor
Annette Wawzonek	Brantford Downtown Business Improvement Area
Barbara Sutherland	Brantford Downtown Business Improvement Area
Lizanna Koster	
Carrie Innes Olah	Grand River Community Health Centre
Colleen Stahlbrand	Brantford Safe Cycling Community Group
Dave Hallman	MTE Consultants Inc.
Heather Bush	Community Living Brant
Jillian Holmes	Wilfrid Laurier University
Karen Towler	Conestoga College
Ken Symons	Brantford Public Library
Keri Korfmann	Brantford Downtown Business Improvement Area
Kristen Boulard	Brant County Health Unit
Lucy Hives	City of Brantford, Planning
Mae Legg	City of Brantford, Economic Development
Nathan Etherington	Brant Museum and Archives
Nicole Schween	Woodview Mental Health & Autism Services
Peter Thomson	Wilfrid Laurier University
Rebecca Wilson	Brant Regional Indigenous Support Centre
Rochelle Rumney	City of Brantford, CAO Office
Russ Loukes	City of Brantford, Engineering Services
Sara Collyer	Community Living Brant
Liz Martorano	Seniors & Kids Intergenerational Programming
Stephanie Quattrochocchi	City of Brantford, Communications
Ulrike Gross	Wilfrid Laurier University
Jim Harder	



Attendees	Representation
David Prang	Brantford/Brant Chamber of Commerce
Laura Almeida	City of Brantford, CAO's Office
Mike Abraham	City of Brantford, Engineering Services
John ONeill	Brantford Downtown Business Improvement Area
Inderjit Hans	GM Public Works
Brian Hutchings	City of Brantford CAO

Regrets:

cc:

Item	Discussion	Action by
1	Study area, process and status	
2	<p>Vision – Problem and Opportunity Statement</p> <p><i>Discussion:</i></p> <ul style="list-style-type: none"> • Heritage and historic landscapes • Sustainability • Healthy • Multi-generational • Transportation modes - assistive devices as an example 	
3	Key studies review	
4	<p>Results from stakeholder workshops</p> <ul style="list-style-type: none"> • Key constraints and most commonly identified priorities • Sample cross sections <p><i>Discussion:</i></p> <ul style="list-style-type: none"> • Drinking fountains, water refill locations within downtown would be ideal. • It was identified that the sample sizes used to create the priorities was small. Consultant clarified that these are preliminary results from the stakeholder workshops, and the general public and stakeholders will have additional opportunity to comment and add additional priorities. • It was identified that the cross section with one-way traffic and wide sidewalks was done in the past in the 1970's and that this had a negative impact on businesses. Consultant clarified that the cross sections being presented are not the final options being evaluated, they are examples of potential configurations of the cross sections. Consultant clarified that the Project Team is open to taking feedback on any of the cross sections, and that all of the feedback will be contribute to the decision making. 	
5	Draft Evaluation Criteria	



6	<p>Discussion</p> <p>Attendee asked if there will be washrooms or access to handwashing stations downtown. Consultant confirmed that the streetscaping EA is looking at many options for Downtown, including the presence of bathrooms. Careful consideration will need to be made with regard to the unforeseen uses of all of the public facilities that are implemented as part of the revitalization.</p> <p>It was identified that Downtown is a commercial node, and design should consider how to ensure it is business friendly. Consultant clarified that one of the objectives of the EA is to ensure that Downtown Brantford is a destination, a large component of that is the business community that exists and will exist downtown.</p> <p>Attendee commented that Downtown should be an inviting place that welcomes residents as well as guests.</p> <p>Attendee asked if there will be accessible parking. Consultant confirmed that a parking study is ongoing that will look at the existing amounts of parking, as well as the locations of that parking. Consideration will be given to the number of and location of accessibility parking spots.</p> <p>Accessibility and safety are significant concerns, how will they be addressed? Consultant confirmed that all surfaces will be reviewed for accessibility in accordance with AODA Barrier Free Access designs, including access to buildings. The designs will also consider snow removal and maintenance of access year round.</p> <p>Downtown is occupied by residents, businesses, and intermittent residents (students). Considerations should be made for all who use downtown.</p> <p>Does the 20m Right of Way (ROW) apply to all of downtown? The 20m ROW is used for the development of functional design and cross section at this stage because it is the smallest cross section. Whatever cross section is implemented must fit within the 20m ROW.</p> <p>Motorized scooters have been known to frequently use the downtown, will they be accommodated for? Motorized scooters used for accessibility are to use the sidewalk, while e-bikes should be on the road. Consideration for all modes of transportation is being given, and will be evaluated through the EA.</p> <p>Cycling on a one-way road is challenging. If you want to get to a place, you need to find a cross street and back track on the next street over. Official Plan shows bike lanes proposed on both Colborne and Dalhousie. EA will thoroughly review the need for and implementation of bike lanes.</p>	
7	<p>Next Steps</p> <ul style="list-style-type: none"> Schedule for PIC #1 	



8	<p>Contact Information</p> <ul style="list-style-type: none">• Gagan Batra – City Project Manager• City of Brantford• T 519-759-4150 x5426• E GBatra@brantford.ca • Vince Pugliese – Consultant Project Manager• MTE Consultants Inc.• T 519-743-6500 x1347• E VPugliese@mte85.com <p>Project Website - www.Brantford.ca/NewDowntown</p>	
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Meeting Notes completed by: Vince Pugliese – any errors or omissions please let me know.
Thank you.



Technical Advisory Committee Meeting Notes

PROJECT NAME: Downtown Brantford Streetscaping EA **MTE FILE NO.:** C46995-100
LOCATION: Online via Zoom **DATE:** October 20, 2020
TIME: 2:00pm – 4:00pm

PURPOSE: TAC Meeting #1

Attendees

Gagan Batra	City of Brantford, City PM
Vince Pugliese	MTE Consultants Inc., Consultant PM
Dave Hallman	MTE Consultants Inc.
Zenova Gentles	MTE Consultants Inc.
Mark Zuzinjak	GSP Group Inc.
Calvin Nafziger	City of Brantford, Environmental Services
Dave Zimmer	City of Brantford, Parks Services
Kara Davey	City of Brantford, Economic Development
Jim Young	City of Brantford, Environmental Services
Sharon Anderson	City of Brantford, Engineering Services
Scott Hall	City of Brantford, IT Services
Lori-Dawn Cavin	City of Brantford, Parks Services
Elisabeth Van der Made	City of Brantford, Transit Services
Nicole Wilmot	City of Brantford, Planning
Russ Loukes	City of Brantford, Engineering Services
Kevin O'Hara	City of Brantford, Housing
Guangli Zhang	City of Brantford, Engineering Services
Mark Jacklyn	City of Brantford, Operational Services
Anna Everett	City of Brantford, Brantford Fire
Dan Mozzoni	Rogers
Dmitry Lisovskiv	Brantford Power
Ashley Graham	Grand River Conservation Authority
Chris Gill	Bell Canada
Christine Telfer	Bell Canada

Regrets: Kathryn Broadbelt, Maria Visocchi, Vicki Armitage, Mac Walker, Selvi Kongara, Dene Hodgins, Sara Munroe, Joe Muto, Aaron Chapman, David Parker, Ian Thornton, Barbara Slattery, Dan Minkin



Technical Advisory Committee Meeting Notes

Item	Discussion	Action by
1	Study area, process and status	
2	<p>Vision – Problem and Opportunity Statement</p> <p>It was identified that the official plan will be released to the project team shortly so that the vision which is included in the official plan can be reviewed and aligned with the vision for downtown. The urban design guidelines will also be made available which provide some direction for standards to be applied throughout Brantford.</p>	GB
3	Key studies review	
4	<p>Results from stakeholder workshops</p> <ul style="list-style-type: none"> • Key constraints and most commonly identified priorities • Sample cross sections 	
5	<p>Draft Evaluation Criteria</p> <p>Will the evaluation criteria be weighted? Evaluation criteria will not have a formal weighting applied to it. The project team will evaluate each criteria based on whether it has a low, medium, or high positive impact. The evaluation will look at whether the alternative should be carried forward.</p>	
6	<p>What's important to you?</p> <ul style="list-style-type: none"> • Vision for Downtown Brantford • Discussion <p>What is the timing of the construction? Bell indicated that they have a great deal of infrastructure within the corridor that will need to be improved or relocated. They would like an idea of timelines for planning and budgeting purposes. The project team will keep utility providers up to date on all plans.</p> <p>Enbridge would also like to indicate that they a significant amount of infrastructure that they will need to improve. They are serviced by a low pressure system, with meters in basements. This is something they would like to replace.</p>	VP, GB



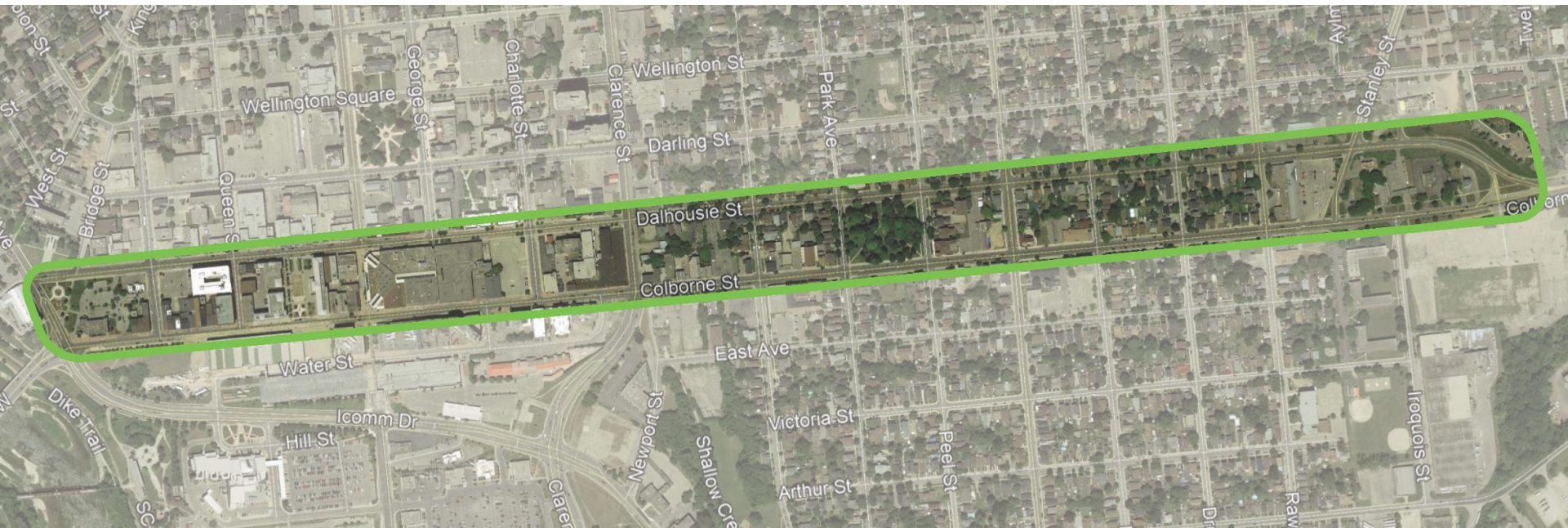
Technical Advisory Committee Meeting Notes

	<p>MTE will reach out to each utility provider to obtain details and drawings of their existing infrastructure so that the detailed base plan can accurately reflect what is existing.</p> <p>Will water distribution (City staff) have an opportunity to review designs? The City will be involved the review process. MTE will have meeting with operations to better understand the existing conditions, challenges, and needs of the downtown infrastructure.</p> <p>There will be difficulty in determining the future development plans for the long term planning horizon. The project team will work with the planning department to get estimates that are as accurate as possible. When implementing a design, some estimations and assumptions will need to be made. These will be reviewed and approved by the City prior to proceeding.</p> <p>Impacts on downtown businesses should be included in the evaluation criteria.</p> <p>The streetscape should accommodate large outdoor special events. There is a need for accessible power sources, and thought around ways of closing sections of the street.</p>	
7	<p>Next Steps</p> <ul style="list-style-type: none"> • Schedule for PIC #1 	
8	<p>Contact Information</p> <ul style="list-style-type: none"> • Gagan Batra – City Project Manager City of Brantford T 519-759-4150 x5426 E GBatra@brantford.ca • Vince Pugliese – Consultant Project Manager MTE Consultants Inc. T 519-743-6500 x1347 E VPugliese@mte85.com <p>Project Website - www.Brantford.ca/NewDowntown</p>	

Minutes completed by: Zenova Gentles – any errors or omissions please let me know. Thank you.

Downtown Brantford Streetscaping (Class EA)

Six Nations of the Grand River Meeting
November 5, 2020



Agenda

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- Vision - Problem/Opportunity Statement
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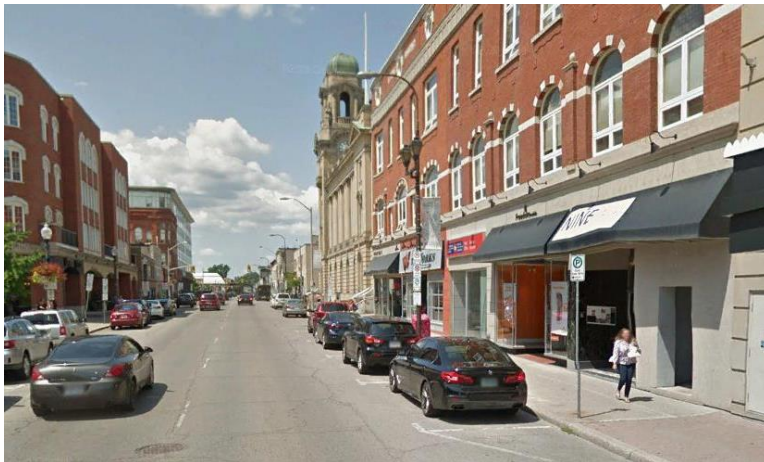
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Problem/Opportunity Statement



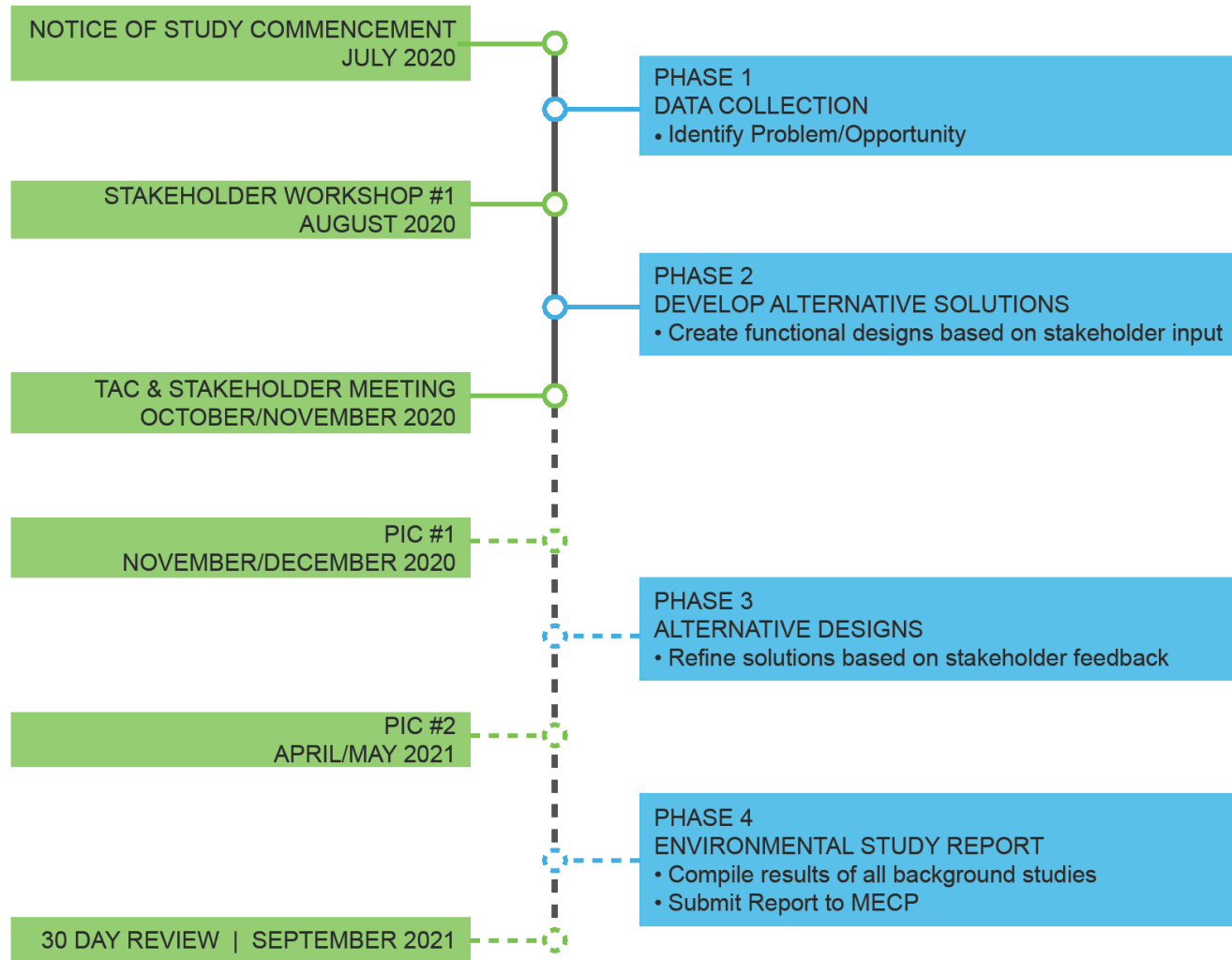
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Downtown Brantford Streetscape
August 2020



Class EA Planning & Design Process



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Workshop Findings

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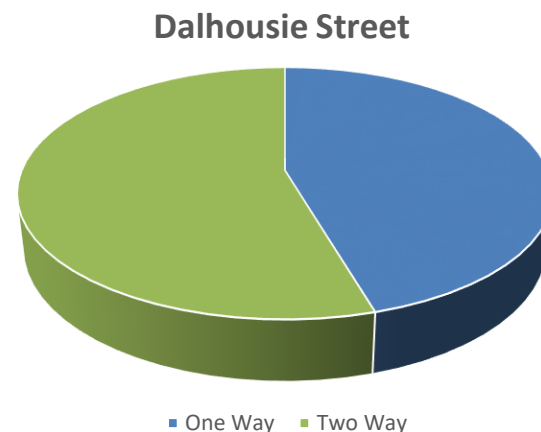
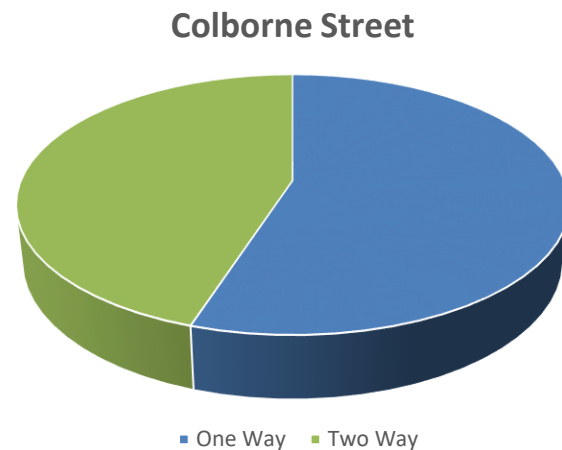
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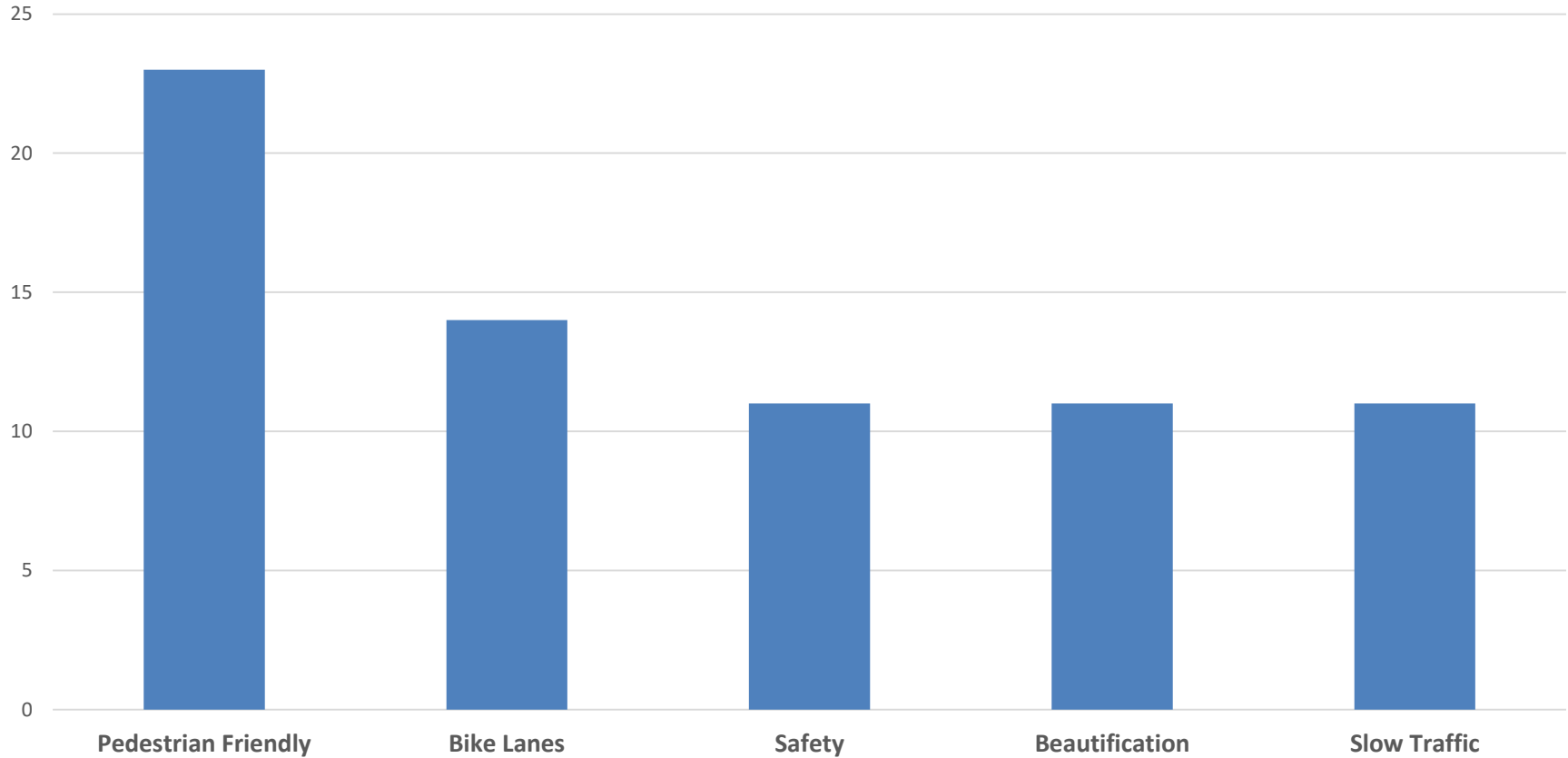
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Workshop Findings

Top 5 Most Common Priorities



Workshop Findings

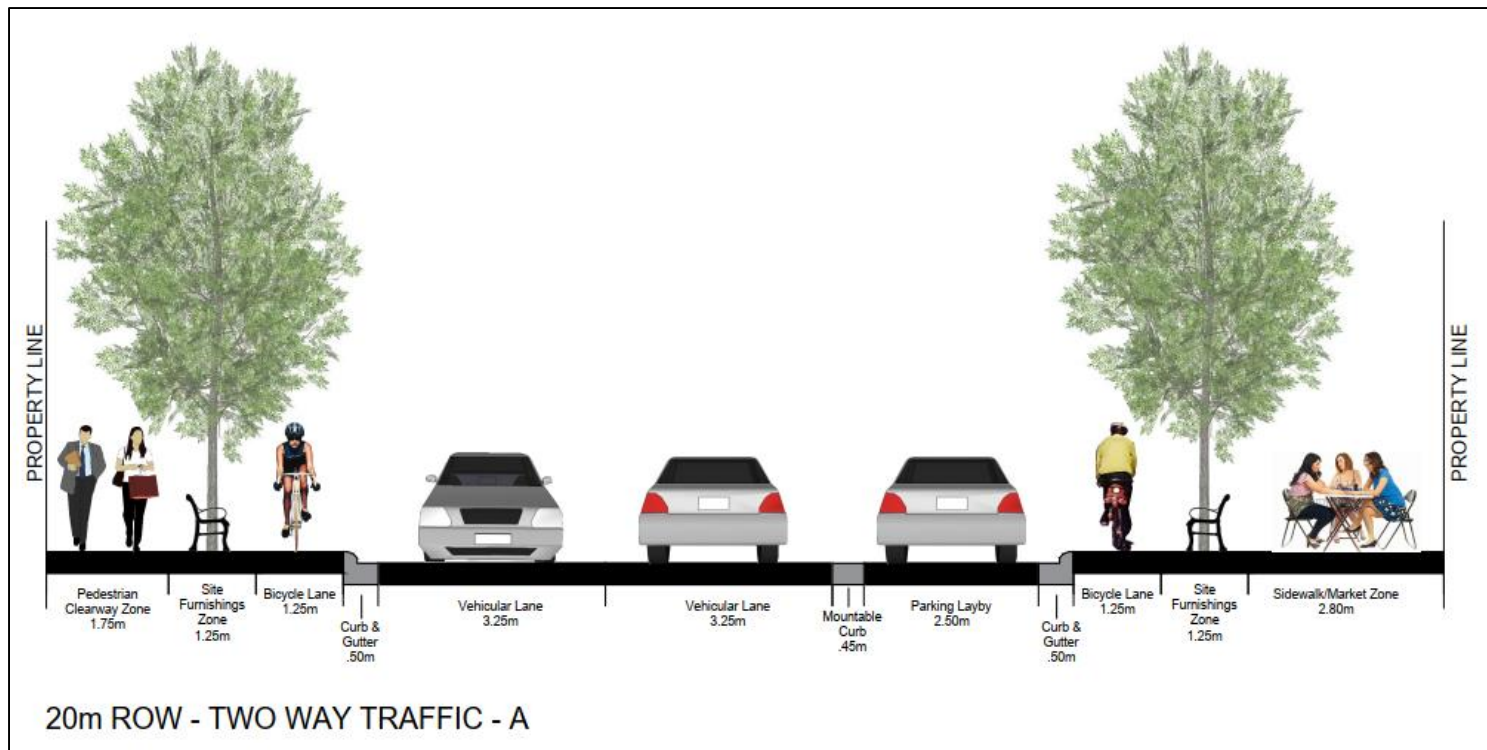
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Common Cross Sections from Workshops

Two-way Traffic

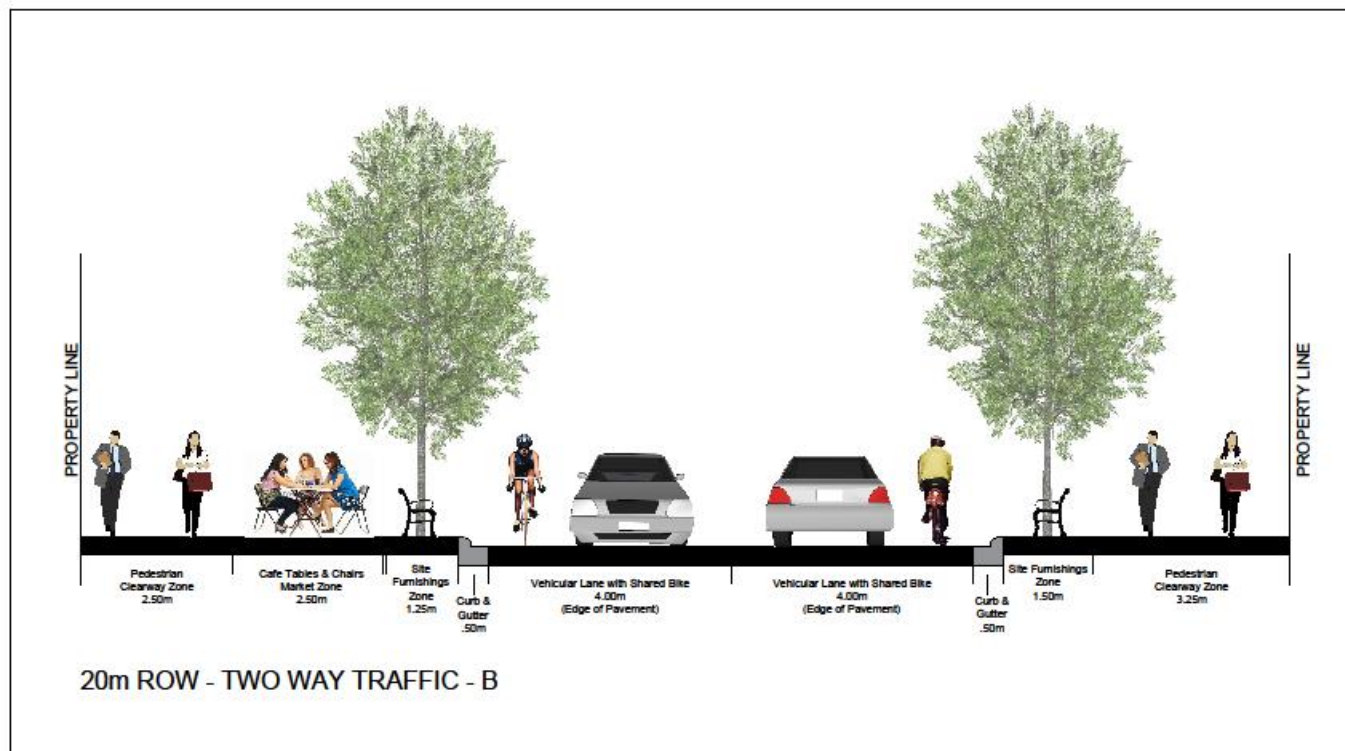
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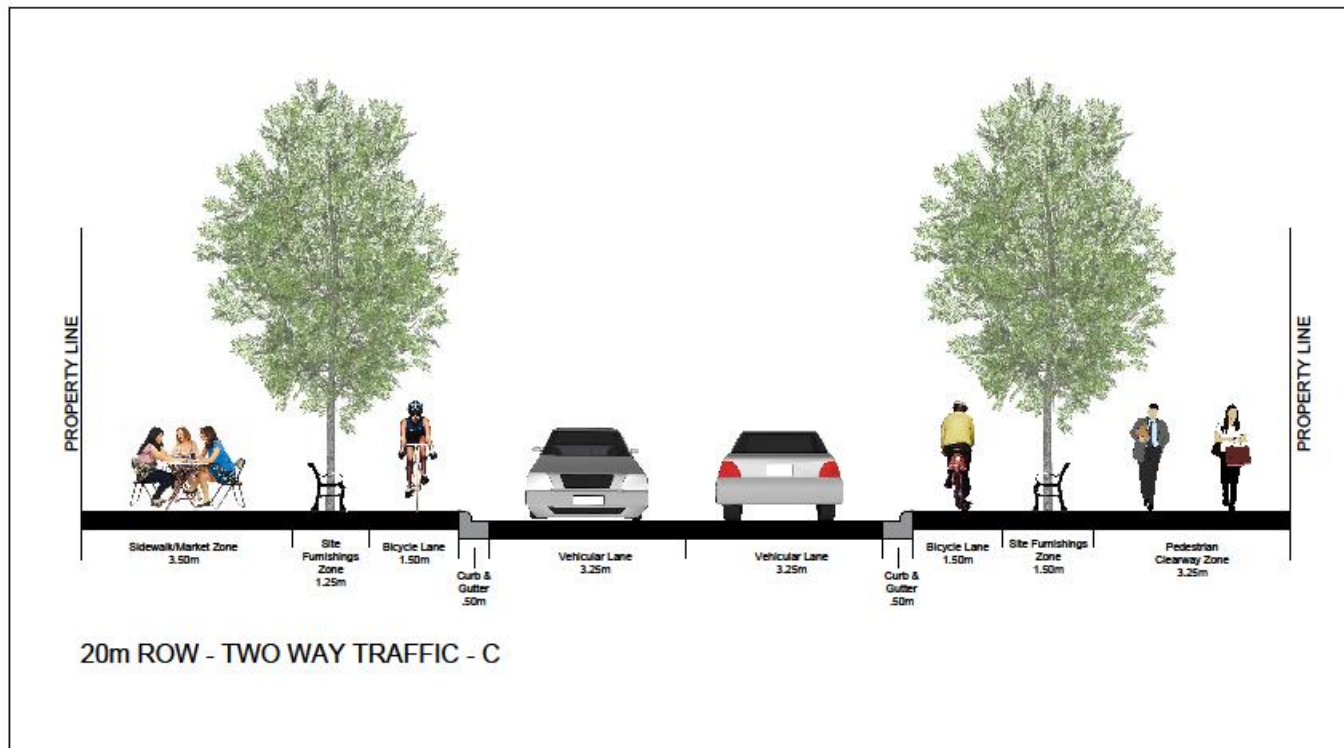
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Common Cross Sections from Workshop

Two-way Traffic

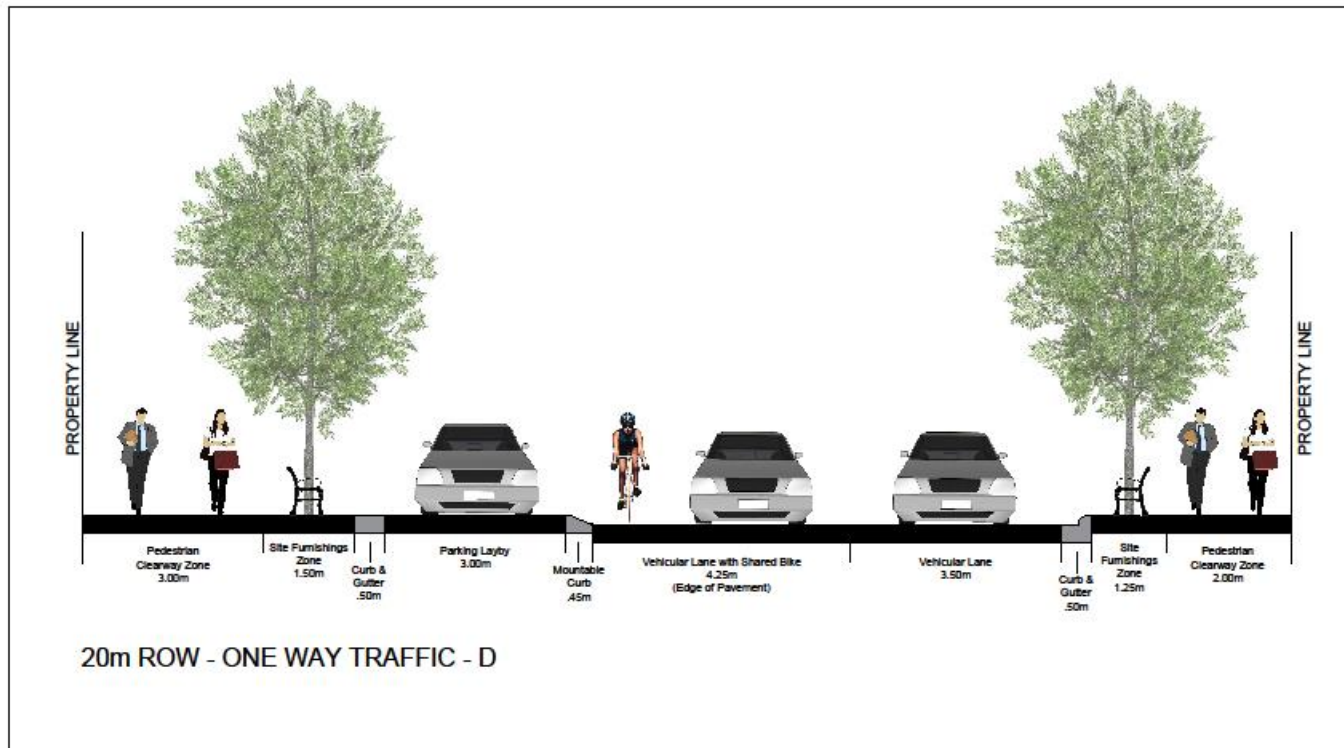
- Eliminate/reduce parking, separated bike lanes, wider sidewalks
- Increased cyclist safety



Common Cross Sections from Workshop

One-way Traffic

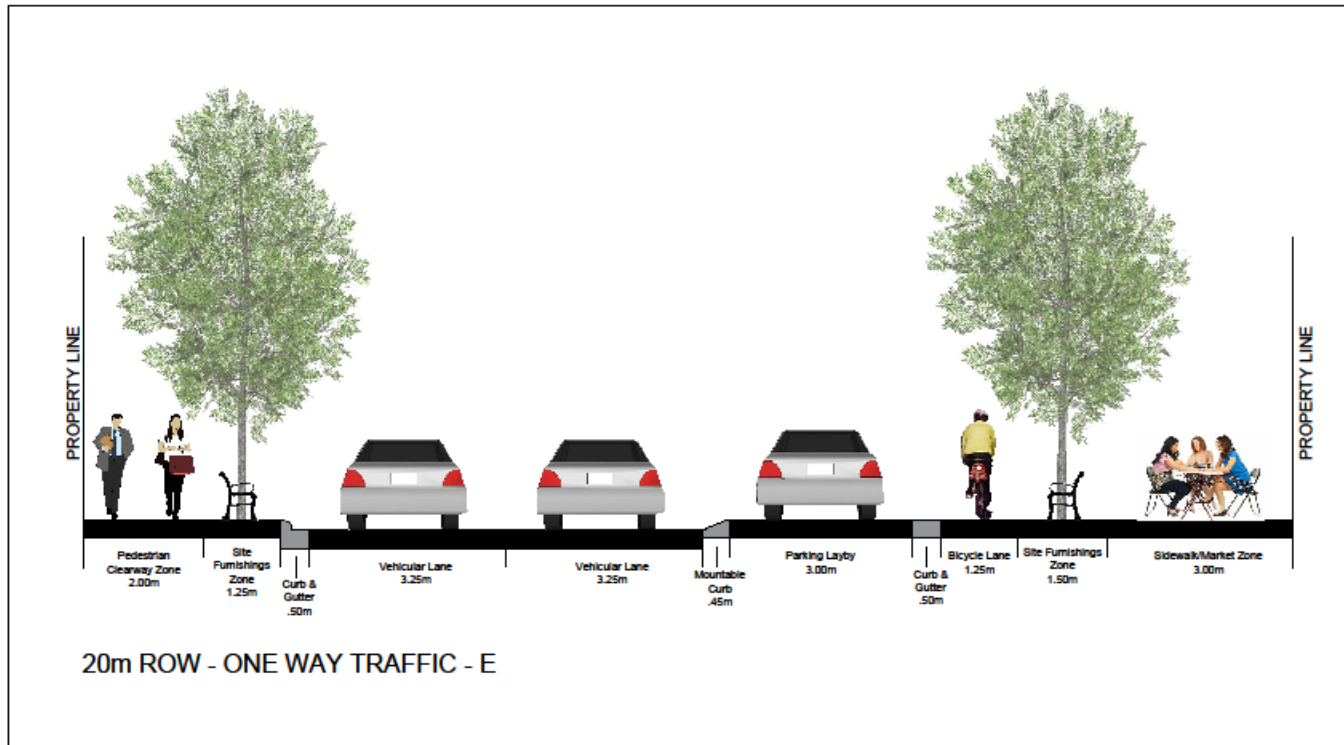
- Intermittent layby parking, on road bike lanes, wider sidewalks
- Increased cyclist safety



Common Cross Sections from Workshop

One-way Traffic

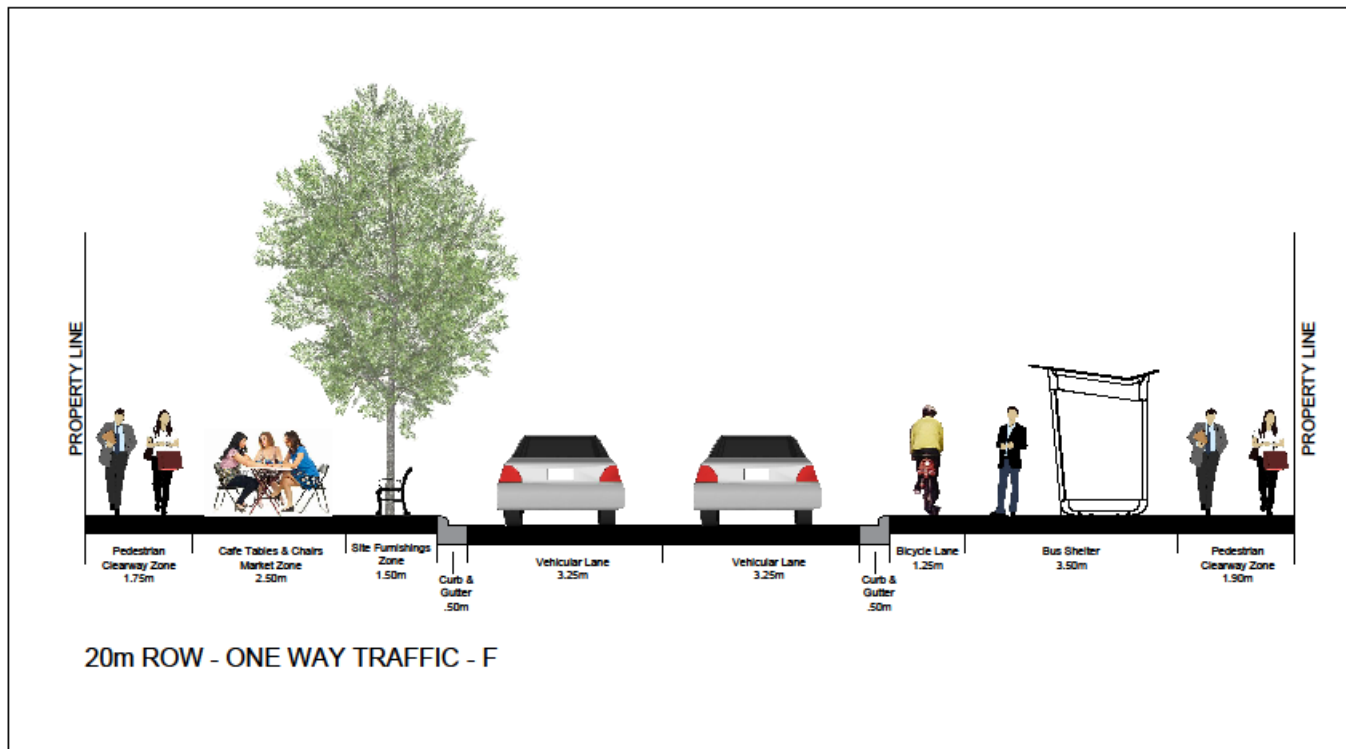
- Two lanes with layby parking, separated bike lane



Common Cross Sections from Workshop

One-way Traffic

- Two lanes, separated bike lane, reduce/eliminate parking
- Additional space for public transit stops, wider sidewalks



Preliminary Evaluation Criteria

Vision	Social Environment	Natural Environment	Heritage
Archaeological	Aesthetics / Image	Traffic Operations	Side Street Impacts
Vehicle Safety	Pedestrian / Cyclist Safety	Capital Cost	Maintenance Costs



Next Steps

- Generation and evaluation of preferred alternatives based on today's input
- Presentation of alternatives to Project Team
- Virtual PIC #1
 - November 30, 2020 – presentation slides posted
 - December 21, 2020 – Q/A video posted
 - January 25, 2021 – Q/A document posted
- Refine an alternative and hold a Project Team Meeting
- PIC #2
- Finalize and File Project Report for Public Review



Comments / Questions

Gagan Batra
City Project Manager

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www.brantford.ca/NewDowntown





Project Name: Downtown Brantford Streetscaping

MTE File No.: 46995-100

Purpose: SNGR Meeting No. 1

Date: November 5, 2020

Time: 2:00pm

Meeting Location: Online via Zoom

Attendees	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
Mark Zuzinjak	GSP Group
Robin Vanstone	Six Nations of the Grand River
Dawn Russell	Six Nations of the Grand River
Jen Mt. Pleasant	Six Nations of the Grand River

cc: Weylin Bomberry, Lonny Bomberry, Tanya Hill-Montour, Phil Monture, Candace Lee Lickers

Questions/Comments

Item	Discussion	Action by
1	<p>Who were the stakeholder who participated in the workshops?</p> <p>Participants were primarily City staff, BIA members, Councillors, Laurier and Conestoga. Mainly the exercise was to understand constraints and challenges felt by those groups directly located in or around the study area.</p>	
2	<p>What is streetscaping?</p> <p>Streetscaping refers to the improvements related to the surface features of the roadway. Sidewalks, bike lanes, street trees, site furnishings, public spaces etc.</p>	
	<p>Why do the underground utilities need to be replaced?</p> <p>The utilities currently underground are not capable of servicing the expected growth in the downtown core. They are old and nearing the end of their serviceable life. The study will give us a good idea of what actually needs replacing or to be moved.</p>	
	<p>Are you planning to stage the construction for this project? Will you keep one lane open or will large sections be closed off?</p> <p>We are not sure exactly what the construction phases will look like yet. Throughout the EA and the design phase, we should get a pretty good idea of what work is actually required to be completed, and then we can plan out construction accordingly.</p>	



3	<p>Is an archaeological assessment being completed?</p> <p>As part of the EA, and archaeological and cultural heritage study is being completed. Both are being completed by ARA. A natural environment study has also already been completed in draft form.</p>	
4	<p>Is homelessness being addressed in this study?</p> <p>Homelessness is beyond the scope of this study. We are considering the impact of the improvements to the homeless population, but we will not be discussing the issue of homelessness directly.</p>	
5	<p>Robin indicated that her personal preference for the downtown was 2-way traffic</p>	
6	<p>Will the EA consider an indigenous presence in the Downtown?</p> <p>Through the EA, the City is open to ideas of ways that indigenous culture can be incorporated into the streetscape. A turtle garden was suggested as an example. GSP will work with City and indigenous groups to incorporate culture into the streetscape elements.</p>	
7	<p>How will mobility scooters be addressed?</p> <p>The streetscape will use Barrier Free Design practices to ensure accessibility is provided. Accessibility scooters should be using pedestrian facilities, and so consideration will be made for this.</p>	
8	<p>Internet is a barrier for many stakeholder, how will people without internet be kept informed?</p> <p>The City is exploring a number of means of distributing the information. Hard copies of letters are delivered, notices will be posted at various community facilities, and on street signage is likely to be used. Radio and newspaper ads will also be used. Grand River employment and training will also have notices posted.</p>	
9	<p>Is there any specific landscape consideration for plants? (Using local greenhouses)</p> <p>The City is definitely open to utilizing local green houses and species for streetscaping provided they meet certain criteria with respect to tolerance, canopy, etc.</p>	
10	<p>Has there been any consideration for how tree canopy can block business signage?</p> <p>When selecting plant species for streetscaping, the building faces, business types and usages is always considered. Certain species have higher branching habits allowing more visibility. Some species also have lighter canopy. These will be considered in areas of high visibility.</p>	



11	<p>Would the City consider a welcome belt?</p> <p>The City is open to suggestions from the indigenous community. Suggestion was made for a welcome belt to be incorporated into sidewalk panels, or for other sidewalk stamping, gardens etc.</p>
12	<p>The Six Nations of the Grand would like to reiterate that they feel it is important that an indigenous presence is felt in the Downtown</p>

Meeting Notes completed by: Vince Pugliese – any errors or omissions please let me know. Thank you.

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Project Name: Downtown Brantford Streetscaping

MTE File No.: 46995-100

Purpose: BIA

Date: November 23, 2021

Time: 9:30am

Meeting Location: Online via Zoom

Attendees	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
Mark Zuzinjak	GSP Group
Jenn Hachler	GSP Group
Kathryn Broadbelt	City of Brantford - Traffic
John Utley	City of Brantford
Karen Towler	BIA
Lizanna, Barbara, & Keri	BIA
Annette	BIA
Adam Makarewicz	Paradigm
Vince Mauceri	Transforward
Kevin Lee	Transforward

Questions/Comments

Item	Discussion	Action by
1	John Utley indicated that it was important that the streetscaping included a plan for removal of waste from the downtown. Solution to garbage should work for businesses. Consideration should be given to compactors, perhaps 1 per block.	
2	Discussion about pay by license plate rather than pay and display, with some of the benefits on parking turnover. Annette from the BIA supports the use of pay by license plate Generally, all parties representing the BIA support the concept of paid parking in the downtown.	
3	John indicated that he had a preference to hanging baskets as opposed to trees to give a more village feel. Karen from the BIA indicated she also had a preference for baskets.	
4	It is noted that there is not much space behind buildings in the downtown. There are few laneways as there are in other cities.	



5	Electric Vehicle charging stations should not be a priority on street in the downtown. It is the responsibility of the car owner to charge the car. Focus the charging stations in the parkade, and make it paid.
6	

Meeting Notes completed by: Vince Pugliese – any errors or omissions please let me know. Thank you.

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Project Name: Downtown Brantford Streetscaping **MTE File No.:** 46995-100

Purpose: Parking Discussion **Date:** December 7, 2021

Time: 11am

Meeting Location: Online via Zoom

Attendees	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
David Ferguson	City of Brantford – Manager of Traffic
Tom Silwinski	City of Brantford – Parking Enforcement
Mark Zuzinjak	GSP Group
Jenn Hachler	GSP Group
Vince Mauceri	Transforward
Kevin Lee	Transforward

Questions/Comments

Item	Discussion	Action by
1	Future of Parking – Bus terminal has been pushed out and no action planned.	
2	Parkade – Currently operates at less than 50% capacity. Plan is to have cheaper parking in the parkade. This will drive demand to the parkade	
3	Paid Parking – Previously the plan was to keep free parking because the on road spots were not full. City is still using paper tickets – moving to license plate recognition in new year. Goal is to have a fully automated system in the parkade in 1-2 years.	
4	Pay by license plate is currently in use in the parkade. Would be ideal that this be rolled out for on street parking as well. Study in London (Pre-Covid) – showed that compliance went up significantly once the license plate parking went into operation. It also showed that revenues from tickets decreased substantially. Compliance increase made up for lost revenues from tickets. Council does not want phasing of any parking changes. They want full implementation at once. Reduces confusion.	
5	Laurier’s parking lot has lower rates, but those are dedicated to staff.	



6	City Hall – Is there a way for the parking study to include a way for people to park for free who are going into City Hall to pay bills. Many people still go in to pay in person. Can take up to an hour.	
7	Plan is to have on street parking that does not delineate each spot. This is not a problem for the City, especially if it means increased parking capacity.	
8	<p>Electric Vehicle – Good to have some for economic development</p> <p>Should have some charging stations, but those should be in the lot, and not on the street.</p> <p>The on street parking should be dedicated for high turnover parking.</p> <p>EV usage should be paid.</p> <p>These point are supported by the City</p>	
9	Loading/Unloading – deliveries currently double park all the time, trapping parked vehicles. Will need to have some dedicated loading zones.	

Meeting Notes completed by: Vince Pugliese – any errors or omissions please let me know. Thank you.

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Project Name: Downtown Brantford Streetscaping

MTE File No.: 46995-100

Purpose: WLU Discussion

Date: December 13, 2021

Time: 11:30am

Meeting Location: Online via Zoom

Attendees	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
Mark Zuzinjak	GSP Group
Jenn Hachler	GSP Group
Beth Gurney	Community Engagement
Bruce McKay	Dean – Human Social Sciences
Beth Sanders	Campus Experience Coordinator
Antonio Arujio	Campus Operations/risk
Heidi Northwood	Senior Executive Officer

Questions/Comments

Item	Discussion	Action by
1	Natural traffic calming elements explained by project team.	
2	Bruce - Are reduced speed limits possible? Reducing speed limits is outside the scope of the study, but the City can review. Project team is confident that the natural traffic calming that will be intruded will be effective at reducing speeds.	
3	Heidi What are the short term solutions? WLU priority is short term solution. This is outside the scope of the study. City is working with operations to try and address some short term solutions.	
4	Beth Can bench placement be run by the owners? This will all be part of detailed design	
5	Bruce – Students do not want to use parkade. They do not feel the parkade is safe and will not use it.	
6	Market Street University has plans for the outdoor space, making it more of a destination for pedestrians. WLU would like to have this laneway closed off to vehicles. This may	



not be possible as there are businesses that require that laneway for parking and access.

Project team will look at only allowing access from one direction, which would limit any possible through traffic. Preference would be to have access from Colborne, as pedestrian traffic is greater at Dalhousie.

Project team also has plans for this space, and will coordinate with WLU.

Meeting Notes completed by: Vince Pugliese – any errors or omissions please let me know. Thank you.

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Project Name: Downtown Brantford Streetscaping

MTE File No.: 46995-100

Purpose: General Meeting

Date: December 17, 2021

Time: 11am

Meeting Location: Online via Zoom

Attendees	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
David Ferguson	City of Brantford - Transit
Tom Silwinski	City of Brantford - Transit
Mark Zuzinjak	GSP Group
Jenn Hachler	GSP Group
Adam Makarewicz	Paradigm
Vince Mauceri	Transforward
Kevin Lee	Transforward

Questions/Comments

Item	Discussion	Action by
1	City has not done much recently in regards to transit study. Council is not keen to spend money on transit at this time.	
2	Rather than having a central hub, the intent is to have multiple hubs throughout the City.	
3	Traffic is understaffed, and mostly uses consultants.	
4	What does transit want out of the streetscaping study? Whatever makes the downtown more attractive and desirable, that will have the greatest impact on transit.	
5	Transit would like to see less parking.	
6		

Meeting Notes completed by: Vince Pugliese – any errors or omissions please let me know. Thank you.



Project Name: Downtown Brantford Streetscaping

MTE File No.: 46995-100

Purpose: General Meeting

Date: February 2, 2021

Time:

Meeting Location: Online via Zoom

Attendees	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
Mark Zuzinjak	GSP Group

Questions/Comments

Item	Discussion	Action by
1	Next PIC will be live (virtual and live) PIC presentation materials to be live a week in advance Councillors will receive material in advance	
2	Traffic – we need Paradigm to tell us the feasibility of each option. Project team needs recommendation from them about one-way vs two-way, and what works best. MTE to follow up. This includes the parking study.	MTE
3	Laurier has a preference for 2-way traffic. The BIA also prefers two-way traffic. The general community tends to prefer two-way traffic as well. Project team considers sending out another survey asking the public about the one-way vs two-way alternatives.	
4	Through the Class EA process, the project team has opportunity to revise the problem/opportunity statement after the first PIC based on feedback from the public.	
5	MTE to begin drafting the evaluation criteria for project team review	MTE
6	Project team will need to bring forward a preferred technical solution. City would like MTE and GSP to ensure that study is complete by the end of 2021. Council by November, with complete ESR for council.	
7	MTE will begin follow up with utilities to arrange coordination meetings. Will need to coordinate with Brantford Power	

Meeting Notes completed by: Vince Pugliese – any errors or omissions please let me know. Thank you.



Project Name: Downtown Brantford Streetscaping **MTE File No.:** 46995-100
Purpose: TAC Meeting **Date:** April 27, 2021
Time: 1:00pm **Location:** Remote via Zoom

Name	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
Dave Hallman	MTE Consultants Inc.
Sara Munroe	Economic Development & Tourism
Ashley Cordier	Housing Services
Sharon Anderson	Infrastructure Planning
Vicki Armitage	Parks Services
Wendy Teufel	Engineering Services
Kathryn Broadbelt	Engineering Services
Chris Gimmer	Operational Services
Gary Peever	Engineering Services
Selvi Kongara	Environmental Services
Mike Bradley	Fleet and Transit Services
Alan Waterfield	Long Range Planning
Joe Muto	Development Planning
Ashley Graham	Grand River Conservation Authority
Joan Del Villar Cuicas	Ministry of Environment, Conservation and Parks
Dan Mozzoni	Rogers Cable
Anna Everett	Brantford Fire
Jon Black	Operational Services
Adam Collier	
Hana Abdulla	
Jennifer Hachler	GSP Group
John Papakyriakou	Brantford Power
Kate van der Zalm	
KJ Kemp	
Aaron Moffatt	Operational Services



Item No.	Discussion	Action
1.0	Introductions	
2.0	PowerPoint Presentation	
3.0	Review Findings from Workshops, Background Studies	
4.0	Present Design Alternatives, including Evaluation	
5.0	Present Technically Preferred Alternative	
6.0	Questions	
	<p>What is the status of the underground infrastructure design?</p> <p>At this stage we have put together a detailed base plan, but have not started looking at sizing or replacement for underground infrastructure.</p>	
	<p>What is the expected timing of the hydro relocation?</p> <p>The timing of the construction of the project is still undetermined. We are proceeding under the assumption that construction could begin the year after detailed design is complete. At the completion of the EA, utility relocation requirements along with estimates will be required. Extent of relocation should be defined by the end of 2021.</p>	
	<p>Is this project included in the Capital Plan?</p> <p>Parts of the anticipated improvements have been included in other studies, but the overall cost of the work included in this EA is not formally included in the Capital Plan.</p>	
	<p>Bike lanes should be a minimum of 1.5m.</p> <p>The City's preference for cycle lanes is 1.9m, and 1.5m width is the minimum. Drawings will be revised accordingly.</p>	
	<p>Can more detail about traffic be included in presentation?</p> <p>Project team will review what traffic data is applicable and can be included in the presentation.</p>	
	<p>Was economic benefit considered in the evaluation?</p> <p>Economic benefit was not directly included as an evaluation criteria, however the vision and problem/opportunity statement of the project includes for making downtown more viable downtown. This includes the businesses that are downtown. The BIA is a key stakeholder and we have tried to ensure that their feedback was represented.</p>	
	<p>Was the Brant Southern Access route included in traffic study?</p>	



	<p>This route could be the cause of much of the loading on Clarence.</p> <p>We do not believe the results include The Brant Southern access route, as we used the results from the current Transportation Master Plan.</p>	
	<p>Was a loading count completed?</p> <p>Loading counts were not completed to generate the results. Given the timing of the project start and the pandemic, any counts done would not be representative. Previous studies were used for loading.</p>	
8.0	Contact Information	
	<ul style="list-style-type: none"> Gagan Batra – City Project Manager City of Brantford T 519-759-4150 x5426 E GBatra@brantford.ca Vince Pugliese – Consultant Project Manager MTE Consultants Inc. T 519-743-6500 x1347 E VPugliese@mte85.com <p>Project Website - www.Brantford.ca/NewDowntown</p>	

Meeting Notes completed by: Vince Pugliese – any errors or omissions please let me know. Thank you.



BIA Meeting

PROJECT NAME:	<u>Downtown Brantford</u>	MTE FILE NO.:	<u>C46995-100</u>
	<u>Streetscaping EA</u>	DATE:	<u>March 23, 2022</u>
LOCATION:	<u>Zoom</u>	TIME:	<u>2:00pm – 4:00pm</u>

HOSTS:

Gagan Batra	- City of Brantford
Vince Pugliese	- MTE Consultants Inc.
Zenova Gentles	- MTE Consultants Inc
Jennifer Hachler	- GSP Group

PURPOSE: To share updates on the EA process and present the preferred alternative

BIA Attendees

Lizanna Koster
Sandra Micucci
Jennifer Hachler
Annette Wawzonek – Downtown Brantford
Barbara Sutherland
Laura Almeida
Karen Towler

1. Vince shared powerpoint presentation - highlighting the preferred alternative.
2. PIC #3 which is the final one will be on April 7, 2022 – in person.

Questions

1. **The bicycle lanes are being removed in eagle place, yet we are putting them in the downtown? Why are we putting them into our congested streets?**
2. **The bollards that will separate the bicycle from the pedestrian, will they impede snow removals? Will there be problem with maintenance of the streets and snow removal?**

Not a problem with maintenance, they work well in other locations like Waterloo. All this will be considered during the detailed design.

3. **For the non-delineated parking, there may be issues with not having the lines marked, will pose a problem. Have an issue with not having the lines marked?**

4. **Hanging baskets, how will it be maintained and watered?**

These will be maintained by parks department. Also considering putting in place mechanism and using technology that will maintain moisture at the bottom of basket. This will be addressed during detail design stage.

5. **Will there be stations in place for electric car charging?**

The project will include space in area provided to accommodate that.

6. **Construction impact mitigation, do you think you will need to convert Dalhousie Street to a two-way street to help with traffic?**

Too early to answer that, but will be a discussion that will take place with the City.

7. **Concern regarding the timeline of nine years and the financial ramifications of that. Is there potential to get that time down?**

It is nine construction phases and not nine years. You can have multiple phases going at once. So yes it can be reduced if we double up on the staging. All is dependent on budget available for this project. However, this is not a one or two year project because of the complexity of the project.

8. **What is the benefit to downtown business with the one way versus two way? Not in agreement with the one way as it will affect flow of traffic to business. If one missed a parkspot one has to go long distances before they can get back to the one way. Fear that business will lose customers.**

The Study looked at how both options would influence traffic through the downtown, cyclist, garbage, receiving etc. With the two way there is a lot more congestions, need left turn to accommodate more movement etc. a lot of impacts were noted. While two-way has more visibility for businesses, there were many pros and cons for each scenario. The decision to go one way was based mostly on the technical aspect.

10. **Merchants not in agreement with bike lanes, and believe they will be losing parking space.**

Parking space not lost as bike lanes do not affect that.

During the Evaluation criteria, the one way came out ahead. Studies were done specific to Brantford area showed one way was better, although stakeholders were split. The decision was based on feedback from workshops, Stakeholders meeting, PICs, and response to questions, and email, phone,

These alternatives will be presented at the PIC on April 7, 2022. It has been decided that one-way is the preferred alternative. From the EA perspective, we are moving forward with this alternative. If there is any significant pushback, then we would have to revisit everything in this EA.

11. Lighting and the light standards. A lot of banners in downtown, what type of lighting will be used to facilitate banners, as well as address the security issues in the downtown now?

A Lighting study was done as part of this EA, and will be making recommendations for optimize the standards, looking at luminaires, cohesiveness etc, but will be determined during the detail design.

Questions and answers will be posted on the website.

Notes done by Zenova Gentles

March 23, 2022

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Project Name: Downtown Brantford Streetscaping

MTE File No.: 46995-100

Purpose: Councillor Workshop

Date: April 1, 2022

Time: 9:00am

Meeting Location: Online via Zoom

Attendees	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
Inderjit Hans	City of Brantford
Mark Zuzinjak	GSP Group
Dan McCreary	City of Brantford – Ward 3 Councillor
Greg Martin	City of Brantford – Ward 3 Councillor

Questions/Comments

Item	Discussion	Action by
1	Councillors did not attend, meeting was adjourned	
2		
3		
4		

Meeting Notes completed by: Vince Pugliese – any errors or omissions please let me know. Thank you.

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Project Name: Downtown Brantford Streetscaping **MTE File No.:** 46995-100

Purpose: Councillor Workshop **Date:** April 1, 2022

Time: 10:00am

Meeting Location: Online via Zoom

Attendees	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
Inderjit Hans	City of Brantford
Mark Zuzinjak	GSP Group
Joshua Wall	City of Brantford – Ward 5 Councillor
Brian Van Tilborg	City of Brantford – Ward 5 Councillor
Brian Hutchings	City of Brantford - CAO
Kevin Davis	City of Brantford - Mayor

Questions/Comments

Item	Discussion	Action by
1	Design team should ensure that there is no interlocking brick. Plans appear to show that surface treatment will be interlocking brick.	
2	Has defensive architecture been considered? Design team will ensure that all sight lines are adequate at each intersection. Will all be confirmed during detailed design.	
3	Did the design team consider placement of cameras? Placement of cameras was not considered directly. Streetscape will consider having open sight lines to reduce blind spots and create problem areas within the downtown.	
4		

Meeting Notes completed by: Vince Pugliese – any errors or omissions please let me know. Thank you.

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Project Name: Downtown Brantford Streetscaping **MTE File No.:** 46995-100

Purpose: Environmental Services **Date:** March 24, 2022

Time: 9:00am

Meeting Location: Online via Zoom

Attendees	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
Laura Almeida	City of Brantford
Jenn Hachler	GSP Group
Selvi Kongara	City of Brantford
Dene Hodgins	City of Brantford
Alicia Korslick	City of Brantford
Jim Young	City of Brantford
Ron Lynes	City of Brantford
Andrew Rodriguez	City of Brantford

Questions/Comments

Item	Discussion	Action by
1	Has the cost of this project been compared to the Master Servicing Plan Cost? Should be compared for consistency Can the plans be modified to include possible location for garbage collection	
2	Preference is that downtown core be constructed ahead of the remainder of the corridor	
3	Repair and restoration costs should be considered when looking at Silva Cells (or equivalent product). If services are cut through the cells, can they be quickly, easily and cheaply repaired.	
4	Should include dye testing in detailed design stage to confirm active laterals. Sewer is deep, and don't want to be chasing laterals at that depth during construction.	

Meeting Notes completed by: Vince Pugliese – any errors or omissions please let me know. Thank you.



Project Name: Downtown Brantford Streetscaping **MTE File No.:** 46995-100

Purpose: OPS Meeting **Date:** March 23, 2022

Time: 2:00pm

Meeting Location: Online via Zoom

Attendees	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
Laura Almeida	City of Brantford
Mark Zuzinjak	GSP Group
Mike Christian	City of Brantford
Mark Jacklyn	City of Brantford
David Ferguson	City of Brantford

Questions/Comments

Item	Discussion	Action by
1	<p><u>Mark</u></p> <p>How will the streetscape be plowed?</p> <p>The project team will have to work with operations staff to determine the size of equipment and plowing procedures. During detailed design, the specifics of the streetscape will need to consider adequate spacing for plowing, maintenance, etc.</p> <p>Garbage, how is it being handled?</p> <p>Garbage will be stored in centralized underground units, the frequency and timing of garbage collection is outside the scope of this study.</p> <p>Is there space in the right of way for this cross section?</p> <p>The cross section presented is applied to the narrowest section of the right of way, and will be adequate for the entire corridor if desired.</p> <p>Is there a roundabout being considered?</p> <p>Roundabouts have not been considered as part of this assignment. The City’s policies have changed since we began the study. The City may determine that roundabout should be included in the study.</p>	



2	<p><u>Mike</u> Do not use sod anywhere in the corridor. City will not be able to maintain it adequately</p>	
3	<p><u>David</u> Has consideration been given to removing lights and changing to stop signs? This has not been considered in the study</p> <p>Has the City provided a minimum level of service? The City did not provide a minimum LOS requirement for downtown intersections.</p> <p>Can we model the corridor assuming all of the intersections are stop signs? City would need to provide direction for the project team to conduct that model. Would be additional modelling effort, but could be done if desired.</p>	

Meeting Notes completed by: Vince Pugliese – any errors or omissions please let me know. Thank you.

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Project Name: Downtown Brantford Streetscaping

MTE File No.: 46995-100

Purpose: SNGR Meeting No. 3

Date: March 22, 2022

Time: 2:00pm

Meeting Location: Online via Zoom

Attendees	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
Laura Almeida	City of Brantford
Jennifer Hachler	GSP Group
Tanya Hill-Montour	Six Nations of the Grand River
Robin Linn	Six Nations of the Grand River
Robin Vanstone	Six Nations of the Grand River
Lauren Jones	Six Nations of the Grand River
Lonny Bomberry	Six Nations of the Grand River
Bethany	Six Nations of the Grand River

Questions/Comments

Item	Discussion	Action by
1	Cultural Heritage Report – SNGR would like to review the report when it is completed. They would like to see that the lands are being considered, and not just the buildings and businesses. Once it is made public, it will be circulated for review. City needs to review first	
2	It appears that cars are being favoured in the evaluation - Bethany	
3	How is safety being included in the evaluation? Safety is a consideration with all of the design elements. Lane widths, bike widths, AODA are all design standards that consider safety. Overall, the approach to addressing safety within the context of the EA is that by encouraging more people to be downtown, that overall perceived safety will increase.	
4	Was a stage 2 archaeological investigation recommended in the report? Yes	



5	<p>Where do promises that were not kept get brought up? Can they be brought up internally? – Lonny</p> <p>Yes, anything that should be discussed, can be presented to the City for discussion.</p>	
6	<p>SNGR would like to have participation in the stage 2 archaeological investigation</p>	

Meeting Notes completed by: Vince Pugliese – any errors or omissions please let me know. Thank you.

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Project Name: Downtown Brantford Streetscaping

MTE File No.: C46995-100

Purpose:

Date: March 24, 2022

Time: 2:00pm

Meeting Location: Online via Zoom

Attendees	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
Mark Zuzinjak	GSP Group
Laura Almeida	City of Brantford
David Prang	Chamber of Commerce
Antonio Araujo	
Nathan Etherington	Brantford Museums
Lucy	Grand River Council on Aging
Jim	Grand River Council on Aging
L Citino	Catholic District School Board
Peter Thomson	Conestoga College
Heidi Northwood	Wilfred Laurier University
Anneliese Denstedt	Wilfred Laurier University
Tessa MacDonald	Wilfred Laurier University
Tony	Wilfred Laurier University
Kristin Boulard	Brantford Community Health Unit
Ken Symons	Brantford Public Library
Coleen Stahlbrand	Brantford Safe Cycling Community Group

Summary

- Goal is to make downtown a destination.
- Enhance opportunities for all transportation modes (pedestrians, cyclists, vehicles, etc.)
- Preferred alternative includes one-way traffic, parking on both sides, with bike lanes following the direction of traffic.
- Do nothing still means replacing the underground infrastructure, but we are comparing our preferred alternative to a replacement of the underground infrastructure with no non-essential streetscaping that would be required when we rip up the roads/sidewalks.



Questions/Comments

Item	Discussion	Action by
Q1	<p>How are bikes are going to turn off of the one-way streets?</p> <p>Answer: The street parking is not going to extend to the intersections and instead you will have the bump outs (to make the bike lanes curbside), we will flesh this out further in the preliminary and detailed design phases of the project.</p>	
Q2	<p>Will there be specific traffic lights for cyclists?</p> <p>Answer: We can include this as a wishlist for detailed design and consider it. The Active Transpiration Master Plan that we are going to develop with input from the community will include public input for features like these.</p>	
Q3	<p>Is the street lighting part of the scope of the project? As there are a lot of different styles of street lights throughout the downtown.</p> <p>Answer: There is an ongoing downtown core lighting study going on right now that will provide recommendations for what level of lighting we will need (which will inform the detailed design phase of this project).</p>	
Q4	<p>How will safety for students crossing Dalhousie be addressed? Ex. through the raised pedestrian walks that act as a speed bump and traffic calming measure?</p> <p>Answer: The main traffic calming measure we are taking is to reduce the traffic lanes to two-lanes (from four), which will naturally encourage drivers to slow down (as they are closer to vehicles in the other lane).</p>	
Q5	<p>Are all of the manhole covers brick? Are all of the sewers brick? If so, can we recover some of the brick material to keep/put on display for historic purposes?</p> <p>Answer: Some of them might be, but Vince and Gagan will look into it.</p>	
Q6	<p>How will CCTV cameras be managed with the changing designs?</p> <p>Answer: The cameras will be installed later this year, but the project team will work to coordinate their placement and coverage with new trees and other amenities that could block their view.</p>	
Q7	<p>What is going to be done with the underground sewer infrastructure? (Specifically because Laurier YMCA had to loop their sewer and do an easement to accommodate it)</p> <p>Answer: Vince will talk to the designers to look at underground sewer infrastructure</p>	



	located by the Laurier YMCA as part of the wholesome update of the underground infrastructure throughout the downtown (as part of the detail design phase).	
Q8	<p>Are there going to be any benches or other elements along the side of Market St. (on the right side).</p> <p>Answer: Yes, there are sight furnishing zones included in the preferred alternative (on both sides of the street), which can be fleshed out further in detail design.</p>	
Q9	<p>Question: Are there any plans to include accessible washrooms downtown?</p> <p>Answer: Outside of the scope of this project, as this focuses on the streetscape itself and that servicing is available should this amenity be included, but the City is aware that this issue has been brought up and is looking at it separately.</p>	
Q10	<p>Has there been any discussions about how the parkade will fit into this study? Will it be renovated/made-over at all?</p> <p>Answer: It is in the interest of this project to have visitors parking in the parkade and walking where possible. Recommendations are being made as part of this project to promote this form of parking vs. on street. Improvements to elevators and stairs of the parkade are being looked at by Facilities dept.</p>	
Q11	<p>Are there accommodations included in this preferred alternative to keep trucks from parking to unload in a lane of traffic?</p> <p>Answer: That was one of the considerations to select one-way traffic, as traffic can safely use the other lane to get around it. Detailed design phase will look further into where specific loading zones are placed and when these kinds of deliveries can happen</p>	
Q12	<p>How are the bikelanes going to work?</p> <p>Answer: They are one-way, following the flow of traffic on each street, and they can switch between them through one of the side streets (like vehicles).</p>	
Q13	<p>How is storm water management going to work now that extreme weather events are becoming more common as a result of climate change?</p> <p>Answer: Ongoing work for stormwater infrastructure design with the City, based on the technology we will be using it will be built to withstand. Silva cell systems are designed to allow utilities to be run through them (and they can be replaced/repaired quite easily). Silva cells are less affected by the freeze/thaw due to the plastic that surrounds the soil (it can expand and contract along with the freeze/thaw).</p>	



<p>Q14</p>	<p>Does the slant for the on-street parking and textured pavement meet AODA requirements?</p> <p>Answer: Wherever there is a layby, a tactile indicator is often a requirement to delineate its presence (required by AODA). There are more elements in the detailed design phase that can be considered to delineate (ex. shaded pavement, or pavement that feels different that isn't too elevated). Detailed design will also look into alternatives to the existing interlocking brick, as this has been identified as an accessibility and age-friendly barrier by many stakeholders.</p>	
<p>Q15</p>	<p>How is garbage pickup going to work?</p> <p>Answer: This streetscaping study will ensure that there is sufficient space for a variety of garbage collection methods to take place (one of the reasons the preferred alternative went with one-way traffic as opposed to two as it resulted in fewer constraints/issues related to garbage pickup solutions).</p>	
<p>Q16</p>	<p>How is transit going to work?</p> <p>Answer: Haven't looked at changing any of the bus routes/stops thus far, but designs will be sure to not create blind corners through bus infrastructure (ex. no blind corners created by bus shelters). Also parking laybys will support flexibility for transit stops.</p>	
<p>17</p>	<p>Comments from Laurier:</p> <ul style="list-style-type: none"> ○ Is in conversations about what it would take to get garage style doors on the side of Market St. to open up the building in nicer weather. ○ Gingos are smelly trees (the female ones smell when they blossom, the males do not). 	
<p>18</p>	<p>Comment from GRCOA:</p> <ul style="list-style-type: none"> ○ Project guiding vision and problem/opportunity statement are very effective and have accurately captured the trajectory of the project over time (inclusive of community feedback). 	
<p>19</p>	<p>Next Steps</p> <ul style="list-style-type: none"> ○ Vince and Gagan will look into whether or not the sewers contain any brick (connect with the Heritage Committee). ○ Presentation slides posted April 4th. ○ In-person PIC to take place April 7 in Council Chambers (with virtual participation options available). ○ Question and comment period open for two weeks starting April 21st. ○ Project Q&A document posted April 28, 2022. 	



Meeting Notes completed by: Zenova Gentles/Vince Pugliese – any errors or omissions please let us know. Thank you.

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Project Name: Downtown Brantford Streetscaping **MTE File No.:** 46995-100
Purpose: TAC Meeting **Date:** March 22, 2022
Time: 1:00pm **Location:** Remote via Zoom

Name	Representation
Gagan Batra	City of Brantford – City Project Manager
Vince Pugliese	MTE Consultants Inc. – Consultant Project Manager
Jennifer Hachler	GSP Group – Landscape Architect
Brad Smith	Transit Planner
Jennifer Elliott	Director of Engineering Services
Mike Abraham	Manager of Infrastructure Planning
Sharon Anderson	Supervisor of Asset Management
Ron Gasparetto	Manager of Real Estate
Domenic D’Amato	Elec. Engineering Technologist
Adam Collier	Enbridge
Rick Cox	Director of Parks and Facilities Services
Stephanie Quattrociocchi	Communications Specialist
Rich Bigelow	
Katheryn Broadbelt	Transportation Planning Project Coordinator
Victoria Coats	
Tom Sliwinski	Supervisor of Parking Services
Jill Binkley	Manager of Property Standards and Bylaws
Calvin Nafzinger	Collections Supervisor
Alan Waterfield	Manager of Long Range Planning
Dan Mozzoni	Rogers Cable
Gary Peever	Manager of Development and Engineering
Marcia Mora	MTO
Paul Benedict	City Supervisor
Laura Almaeda	
Al Hodgkins	
Joan Del Villar	
Glenn Browne	



Item	Discussion	Action by
Q1	<p>Were patios considered when developing the streetscaping plans? – Jennifer</p> <p>The project team wanted to make sure that there was space for potential patios within the streetscape. Design is intended to provide greatest degree of flexibility for future usage. During detailed design the project team will need to evaluate where patios will be, and what additional servicing or space will be required at those locations.</p>	
Q2	<p>Patio Bylaw is to be determined by council, and could be extended.</p>	
Q3	<p>Has consideration been given to car doors hitting bollards when opening? - Tom</p> <p>Bollards will be strategically placed during detailed design so that they do not line up with where car doors will typically be opened. They will also be placed so that they do not impede snow removal and maintenance efforts.</p>	
Q4	<p>Will there be compliance with the One way bike lanes – Rick</p> <p>The level of compliance will be a function of signage, and marking along the bike lanes. Will need to ensure that the crossings are well marked, and adequate signalization put in place.</p>	
Q5	<p>Have bump-outs been placed? Will there be space for trees? - Gary</p> <p>Bump-out locations have not been finalized, they will be determined during detailed design. The preliminary design shows some proposed locations for trees, but the final locations will be determined during detailed design. Trees will require underground space for Silva Cells (or other products), and will need to be coordinated with parking, and other underground infrastructure.</p>	
Q6	<p>Consideration for Placement of trees – Tom</p> <p>Trees will require underground space for Silva Cells (or other products), and will need to be coordinated with parking, and other underground infrastructure.</p>	



<p>Q7</p>	<p>Have cyclist movements been considered? – Sharon</p> <p>We have done some preliminary work in determining how cyclists will move through the corridor. We have the crossings in place and where the interconnecting bike paths will be. All of the interactions between cyclists and pedestrians have not been finalized.</p>	
<p>Q8</p>	<p>How was social environment weighted? Why was parking valued so highly, when all modes was indicated in the vision?</p> <p>The social environment weighting included a number of factors, and all modes of transportation were considered. Parking is a slightly different factor, as it encompasses access for drivers to businesses. Business owners and residents all indicated very strongly how important the on street parking is within the downtown. That feedback was also considered and factors into the weighting.</p>	
<p>Q9</p>	<p>Are accessible spots included, will they be painted? Can paid parking be accommodated. Do they need power?</p> <p>Accessible spots will be included, the locations of them will be verified during detailed design, and they will be clearly marked. Recommendations for the roll out and locations of paid parking will be included in the parking study, which is still underway.</p>	
<p>Q10</p>	<p>Jennifer would like to meet with parking consultant once report is complete.</p>	
<p>Q11</p>	<p>Is garbage collection being addressed? – Calvin</p> <p>The study is not looking at the frequency of garbage collection, but will ensure that space is left within the right of way for centralized bins (Moluc style – underground).</p>	
<p>Q12</p>	<p>Term “Level of Service” is difficult to understand for the public. Try changing the wording to be more clear what is intended. - Tom</p>	
<p>Q13</p>	<p>Have Roundabout’s been considered? The City has recently revised its policy and roundabout screening is to be completed. - Sharon</p> <p>MTE has not looked at roundabout policy, or begun any screening. This is outside the scope of the assignment. MTE will review policy and provide pricing to complete the screening.</p>	<p>MTE</p>



Q14	Property Acquisition is going to be an issue if presented. It will not be amicable with local land owners. Need for property should be reconsidered. - Ron	
Q15	Transportation Master Plan suggests that a bypass of Clarence is being considered. Mike	
18	<p>Next Steps</p> <ul style="list-style-type: none"> ○ Vince and Gagan will look into whether or not the sewers contain any brick (connect with the Heritage Committee). ○ Presentation slides posted April 4th. ○ In-person PIC to take place April 7 in Council Chambers (with virtual participation options available). ○ Question and comment period open for two weeks starting April 21st. ○ Project Q&A document posted April 28, 2022. 	