To: Chair and Members
Committee of the Whole – Operations and Administration

From: E. (Beth) Goodger
General Manager, Public Works Commission

1.0 Type of Report
Consent Item [ ]
Item For Consideration [X]

2.0 Topic
Funding Reallocation for the Lorne Bridge Rehabilitation Environmental Assessment and the Downtown Parking Strategy Study [Financial Impact - $250,000 from Reserve RF0537] (2019-149)

3.0 Recommendation
A. THAT Report No. 2019-149 regarding Funding Reallocation for the Lorne Bridge Rehabilitation Environmental Assessment and the Downtown Parking Strategy Study BE RECEIVED; and

B. THAT staff BE DIRECTED to initiate a Parking Strategy Study with funding from existing capital account RD1702 in the amount of $200,000; and

C. THAT staff BE DIRECTED to initiate the Lorne Bridge Rehabilitation Environmental Assessment with funding from existing capital account BR1801 and the additional $250,000 required for the project BE FUNDED from the Roads and Related Reserve (RF0537) to capital account BR1801.
4.0 Purpose and Overview

The purpose of this report is to obtain Council approval to reallocate existing funds in the Capital Reserve to undertake an Environmental Assessment (EA) for the rehabilitation of Lorne Bridge and surrounding area. This report also recommends staff be directed to initiate a Parking Strategy Study for the downtown with existing funding from capital account RD1702.

5.0 Background

The Downtown Revitalization Program includes a variety of projects within the downtown area. The 2019-2028 Capital budget identifies approximately $84 million in projects to replace and upgrade underground utilities and improve right-of-way infrastructure. Below are projects included within this program:

- Colborne Street and Dalhousie Street infrastructure and streetscaping improvements (Brant Avenue to Clarence Street)
- Darling Street (Queen Street to Market Street) and Market Street/Square infrastructure and streetscaping improvements
- Colborne/Dalhousie/Brant/Icomm Intersection Improvements
- Lorne Bridge Rehabilitation
- Clarence Street (Colborne Street to West Street) Improvements
- New Downtown Parking Facility
- New Downtown Transit Terminal
- Streetlighting Upgrades

6.0 Corporate Policy Context

The Lorne Bridge Rehabilitation EA supports the City's “Managed Growth and Environmental Leadership” goal by ensuring assets are protected and well maintained.

The Downtown Master Plan (2008) and Downtown Streetscape Design Plan (2011), which achieves the goal of “Economic Vitality and Innovation,” recommends that a Parking Strategy study be undertaken to support the long term planning of the downtown area.
7.0 Input From Other Sources

Review and input for this report was completed by staff from Engineering Services in the Public Works Commission, Planning in the Community Development Commission, Parks Services in the Community Programs, Parks and Recreation Commission and Finance in the Corporate Services/City Treasurer Commission.

8.0 Analysis

There have been several reports to Council between 2008 and 2018 regarding the revitalization of downtown Brantford including many master plans and an EA. The projects included within the Downtown Revitalization Program were provided to Council during the May 15, 2018 Committee of the Whole – Operations and Administration meeting. A high-level tentative schedule for the Downtown Revitalization projects is provided in Appendix A.

The first phase of the revitalization program is to complete an EA for the rehabilitation of Lorne Bridge. This EA will draw on previously adopted Master Plans such as the Waterfront Master Plan, Downtown Master Plan and the Lorne Park Master Plan to develop a rehabilitation plan and preferred alternative for the bridge and surrounding area. Pending Council approval of the 2019 budget, staff will include the proposed EA for the TH&B and Brant’s Crossing pedestrian bridges (capital project 001612) within the Lorne Bridge Rehabilitation EA.

Also included within the first phase is the overall Parking Strategy Study for the downtown area. The study will assess the parking needs of various stakeholders within the downtown, the advantages and disadvantages of current parking locations and hours, wayfinding, and safety of existing publicly owned parking facilities. The findings of this study will provide capacity needs for a future Parking Facility as well as guide the revitalization and streetscaping road cross-section design for Colborne Street, Dalhousie Street, Market Street, and Darling Street.

Lorne Bridge Rehabilitation

The Engineering Condition Assessment Report dated April 2015 by Parsons concluded that rehabilitation work is required for Lorne Bridge within a 1-5 year timeframe from the date of the report. A subsequent letter from Parsons dated December 11, 2015 expressed the need for load postings between November 1 and March 31. This letter was followed up by a by-law update on December 21,
2015 to restrict loading on Lorne Bridge to 30 tonnes. Staff is recommending that an EA be undertaken to include a detailed structural evaluation to confirm the structural adequacy of components of the bridge as well as how to better integrate the bridge with adjacent parks and open spaces.

This is an opportunity to bring together various studies completed in the area including; Lorne Park Master Plan, Waterfront Master Plan and the Downtown Master Plan in order to extend the life of the bridge but also create a waterfront space that will attract residents and visitors.

Pending Council approval of the 2019 budget (capital project 001612 in the amount of $220,000), staff will work with Community Programs, Parks and Recreation to include the environmental assessment for TH&B and Brant’s Crossing Pedestrian Bridges with the Lorne Bridge Rehabilitation EA.

Parking Strategy Study

The Downtown Master Plan identified a need for additional surface and/or structured parking to keep pace with development in the downtown. Parking demands in the downtown have changed significantly over the last ten years since the Downtown Master Plan was completed in 2008. Demands will continue to increase as the downtown is redeveloped, including the relocation of City Hall to 70 Dalhousie Street. Development of a Parking Strategy is an essential input to the planned infrastructure work for the Downtown Revitalization Program.

The Parking Strategy will study the future needs of the downtown while also examining current parking by-laws, existing parking locations, cost and free parking hours, improving wayfinding, and safety within the parking garage. The data collected from this study will feed into the upcoming EA of Colborne Street, Dalhousie Street, Market Street / Square, Darling Street, and Icomm/Brant Ave/Colborne/Dalhousie Intersection Improvements discussed in more detail below.

Update on the Two-way Conversion EA

The EA completed in fall 2010 for the “Conversion of Colborne St. and Dalhousie St to Two-way Traffic Operations,” concluded that the preferred alternative was to convert Colborne Street and Dalhousie Street to two-way traffic while maintaining the general curb alignment, upgrading municipal infrastructure and enhancing the streetscape. Since filling the Environmental Study Report (ESR) in 2010, no advancement has been made related to the
preferred alternative and according to the Environmental Assessments Act, a lapse of time of ten (10) years requires:

“A review of the planning and design process and the current environmental setting to ensure that the project and the mitigation measures are still valid given the current planning context.”

The City’s environmental setting has changed over the past 10 years. The City updated the Transportation Master Plan (TMP) in 2014 (with a future update expected in 2020), approved new development e.g. Laurier / YMCA, and saw an increase in the growth of Laurier University and Conestoga College. Overall transit ridership has also increased and the City is now initiating an active transportation report within the TMP 2020 update.

These significant changes to the social, economic and natural environments within the downtown justify the need to redo the previously completed EA. Careful planning is required for the 20-metre road cross-section of Colborne Street and Dalhousie Street in order to accommodate various modes of transportation, listed below, that were not considered in the 2010 EA.

- Dedicated or shared transit lanes
- Segregated or buffered cycle lanes
- Sidewalk widths with updated AODA requirements

By including these modes of transportation as well as parking and street furniture (trees, benches, cycle locks, etc.) within the narrow cross-section, neither one-way nor two-way should be excluded in the new EA. An EA explores alternatives to undertaking the project. Excluding an alternative from the outset of an EA could result in delays in the completion.

9.0 Financial Implications

Currently the approved Lorne Bridge Rehabilitation project account (BR1802) has funding of $144,207 remaining. It is estimated that the EA including the detail structural evaluation, integrating elements of various Master Plans, and staff time requires a top-up of account BR1801 in the amount of $250,000. Staff recommends funding be provided from the Roads and Related Reserve Fund account (RF0537), which would leave a balance of $1,082,911 in this reserve fund.
It is estimated that the Parking Strategy Study, including staff time, be funded from the existing Downtown Infrastructure Revitalization and Renewal Program capital project account RD1702 for the amount of $200,000, which would leave a balance of $241,482 in this capital project. Table 1 below summarizes the project budget and funding sources.

<table>
<thead>
<tr>
<th>Project</th>
<th>Funding Source</th>
<th>Funding Required from Source</th>
<th>Total Project Budget</th>
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<tbody>
<tr>
<td>Lorne Bridge Rehabilitation EA</td>
<td>Roads Reserve (RF0537)</td>
<td>$250,000</td>
<td>$394,207</td>
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<tr>
<td>Parking Strategy Study</td>
<td>RD1702</td>
<td>$200,000</td>
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<tr>
<td>TH&amp;B and Brant’s Crossing EA</td>
<td>Federal Gas Tax Reserve (RF0446) – pending budget approval</td>
<td>$220,000</td>
<td>$220,000</td>
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Table 1 – Project Budget and Funding Sources

The ten year capital budget includes funding for the delivery of the various projects in the Downtown Revitalization program. The funding requirements are being reviewed in 2019.

10.0 Conclusion

The need for the rehabilitation of Lorne Bridge is evident from the many OSIM Reports provided to the City from various engineering consultants. The EA for Lorne Bridge will investigate and confirm the structural adequacy of the bridge and provide a preferred solution for rehabilitation and surrounding area.

The Parking Strategy Study will determine the need and justification of current and future parking requirements within the downtown. The findings from this study will inform the design of the future Parking Facility and the upcoming streetscaping project.
In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

By-law required [ ] yes [X] no

Agreement(s) or other documents to be signed by Mayor and/or City Clerk [ ] yes [X] no

Is the necessary by-law or agreement being sent concurrently to Council? [ ] yes [X] no