

Appendix II

Update on Watermain and Sanitary Sewer Upgrades in Downtown Brampton, City of Brampton, Wards 1, 3, 4 and 5

Options for Region of Peel's Water and Wastewater Infrastructure and City's Roadworks in Downtown Brampton

OPTION	RECOMMENDATION	ASSUMPTIONS	SCHEDULE	COST		BENEFITS	RISKS AND CHALLENGES
				CITY	REGION		
<p><b>1 - NO WORK; WAIT FOR DECISION ON LRT</b></p> <p>No temporary watermain, wastewater or roadworks until LRT decision then permanent watermain, wastewater and permanent roadworks</p>	<p><b>Not recommended</b></p> <ul style="list-style-type: none"> <li>All work will have to wait until LRT project proceeds.</li> <li>This option has lowest capital burden up front but highest risk.</li> </ul>	<ul style="list-style-type: none"> <li>The LRT will proceed in the future (on Main Street).</li> <li>Full funding will be required and in place prior to proceeding.</li> </ul>	<ul style="list-style-type: none"> <li>Dependent on LRT implementation.</li> <li>10 years to completion after funding.</li> </ul>	On going maintenance costs will be incurred and will increase with time.	On-going maintenance cost will be incurred and will increase with time	<ul style="list-style-type: none"> <li>Deferred capital expenditure.</li> <li>Minimize throw away expenditures.</li> <li>No disruption to the downtown.</li> </ul>	<ul style="list-style-type: none"> <li>High risk of failure of existing infrastructure.</li> <li>Legal and third-party risks.</li> <li>Servicing for development required.</li> <li>Roads will continue to deteriorate.</li> <li>No ability to upgrade any other utilities in the area (hydro, gas, telecom)</li> <li>Uncertainty in timing for LRT project.</li> <li>No improvement to existing conditions for Downtown.</li> </ul>
<p><b>2 – TEMPORARY ROAD WORKS ONLY; NO W/WW WORKS UNTIL LRT DECISION</b></p> <p>Temporary roadwork only. No watermain or wastewater works until LRT decision. Then, permanent watermain and wastewater works</p>	<p><b>Not recommended</b></p> <ul style="list-style-type: none"> <li>Lower initial capital cost does not outweigh the risk of aging infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>The LRT will proceed in the future (on Main Street).</li> <li>Full funding will be required and in place prior to proceeding.</li> </ul>	<ul style="list-style-type: none"> <li>Summer 2020 for roadworks.</li> <li>Permanent infrastructure will proceed with LRT.</li> </ul>	Estimated \$550,000 for road work (tax-based funds)	On-going maintenance cost will be incurred; will increase with time (rate-based funds)	<ul style="list-style-type: none"> <li>Deferred capital expenditure for Region's work</li> <li>Minimized throw-away expenditures</li> <li>Temporary improvement to road.</li> <li>Includes modified pavement markings.</li> </ul>	<ul style="list-style-type: none"> <li>Highest risk of failure to existing infrastructure.</li> <li>Legal and third-party risks.</li> <li>Newly paved road may be subject to watermain repair work.</li> <li>Servicing for development required</li> <li>Temporary road is throw-away cost.</li> <li>No ability to upgrade any other utilities in the area (hydro, gas, telecom)</li> <li>BIA/ public may not be satisfied with this temporary solution. It causes disruption downtown but has no servicing benefit until LRT project proceeds.</li> <li>Subject to City's Council approval.</li> </ul>
<p><b>3 – PROCEED WITH TEMPORARY ROAD AND TEMPORARY W/WW WORKS</b></p> <p>Design and construction of temporary watermain and wastewater works and temporary roadworks</p>	<p><b>Option is recommended</b></p> <ul style="list-style-type: none"> <li>Some capital cost impact but manages bigger liability risk of the watermain.</li> </ul>	<ul style="list-style-type: none"> <li>That the LRT will proceed in the future.</li> <li>Full funding will be required to proceed.</li> </ul>	<ul style="list-style-type: none"> <li>1-year duration for design.</li> <li>1.5 years for construction.</li> </ul>	Estimated \$550,000 for road work (tax-based funds)	\$5.5M - \$7M for W/WW works (rate-based funds)	<ul style="list-style-type: none"> <li>Manages risk of failure of all Region/City infrastructure</li> <li>Combined construction activity.</li> <li>Full road closures may not be required.</li> </ul>	<ul style="list-style-type: none"> <li>All work is an economical throw-away option as it would not suit the needs of an LRT.</li> <li>Construction will create disruption to the downtown.</li> <li>Full road closure may expedite construction.</li> <li>On-street parking will be lost for duration of construction.</li> <li>2021 decision on LRT could result in a throw-away cost for design efforts.</li> <li>Concerns by Public/BIA and businesses regarding disruption to downtown for temporary solution.</li> <li>No ability to upgrade any other utilities in the area (hydro, gas, telecom)</li> </ul>

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<p><b>4 – NO LRT; PERMANENT ROAD AND PERMANENT W/WW WORKS</b></p> <p>Design and construction watermain and wastewater works and permanent roadworks</p>	<p><b>Recommended only if LRT will <u>not</u> be completed in the future</b></p>	<ul style="list-style-type: none"> <li>• This option assumes that the LRT will not come up Main Street and/or deferred indefinitely</li> <li>• Option is the same as previous Downtown Reimagined Project</li> </ul>	<ul style="list-style-type: none"> <li>• 2 years for design</li> <li>• Subject to other Utility involvement</li> <li>• 1.5-2 years for construction.</li> </ul>	<p>Estimated \$30M+ (tax-based funds)</p>	<p>Estimated \$20M+ (rate-based funds)</p>	<ul style="list-style-type: none"> <li>• Eliminates risk of failure of infrastructure.</li> <li>• Allows for the full implementation of the Downtown Reimagined.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest capital cost burden for both Region and City.</li> <li>• All utilities must be involved in order to implement a permanent solution.</li> <li>• Construction will create severe disruptions to the downtown, including traffic and businesses.</li> <li>• Full road closures will likely be required.</li> </ul>
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