

CITY OF BRANTFORD

Oak Park Road Extension Municipal Class Environmental Assessment Study

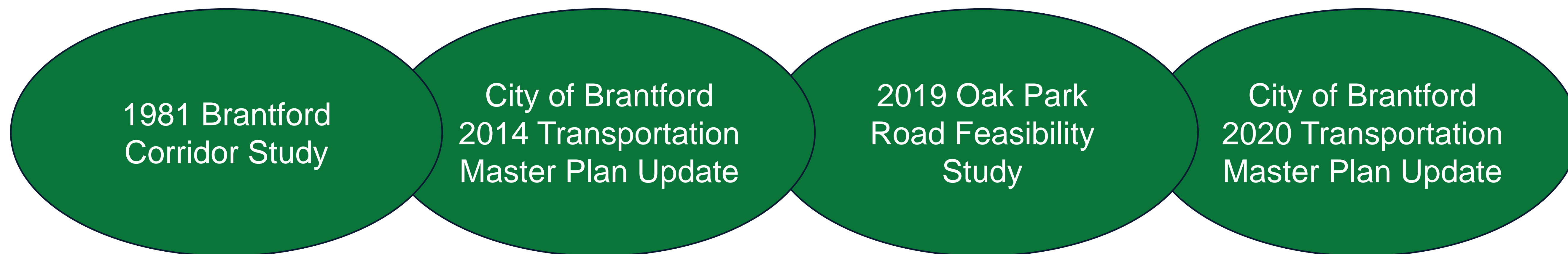
Virtual Public Information Centre #2

MARCH 31, 2021

OVERVIEW

The City of Brantford is undertaking a Municipal Class Environmental Assessment (EA) to study an extension of Oak Park Road between the Kramer's Way / Hardy Road intersection and Colborne Street West. This study will consider population and employment growth and overall transportation needs in the west side of the City of Brantford.

Studies which support this Environmental Assessment Study include:



This Environmental Assessment Study will:

1. Assess and confirm the need and justification for an extension of Oak Park Road;
2. Identify and evaluate alternative solutions and design concepts; and
3. Develop a preliminary design and identify mitigation measures for future stages of design work.

PURPOSE OF PUBLIC INFORMATION CENTRE #2

Virtual Public Information Centre #2 will present:

1. The detailed evaluation of Alternative Solutions;
2. Recommended Alternative Solutions;
3. Preliminary mitigation measures to be considered in Phase 3 of the Environmental Assessment process; and
4. Next steps in the study.

The next Public Information Centre (PIC #3) will present:

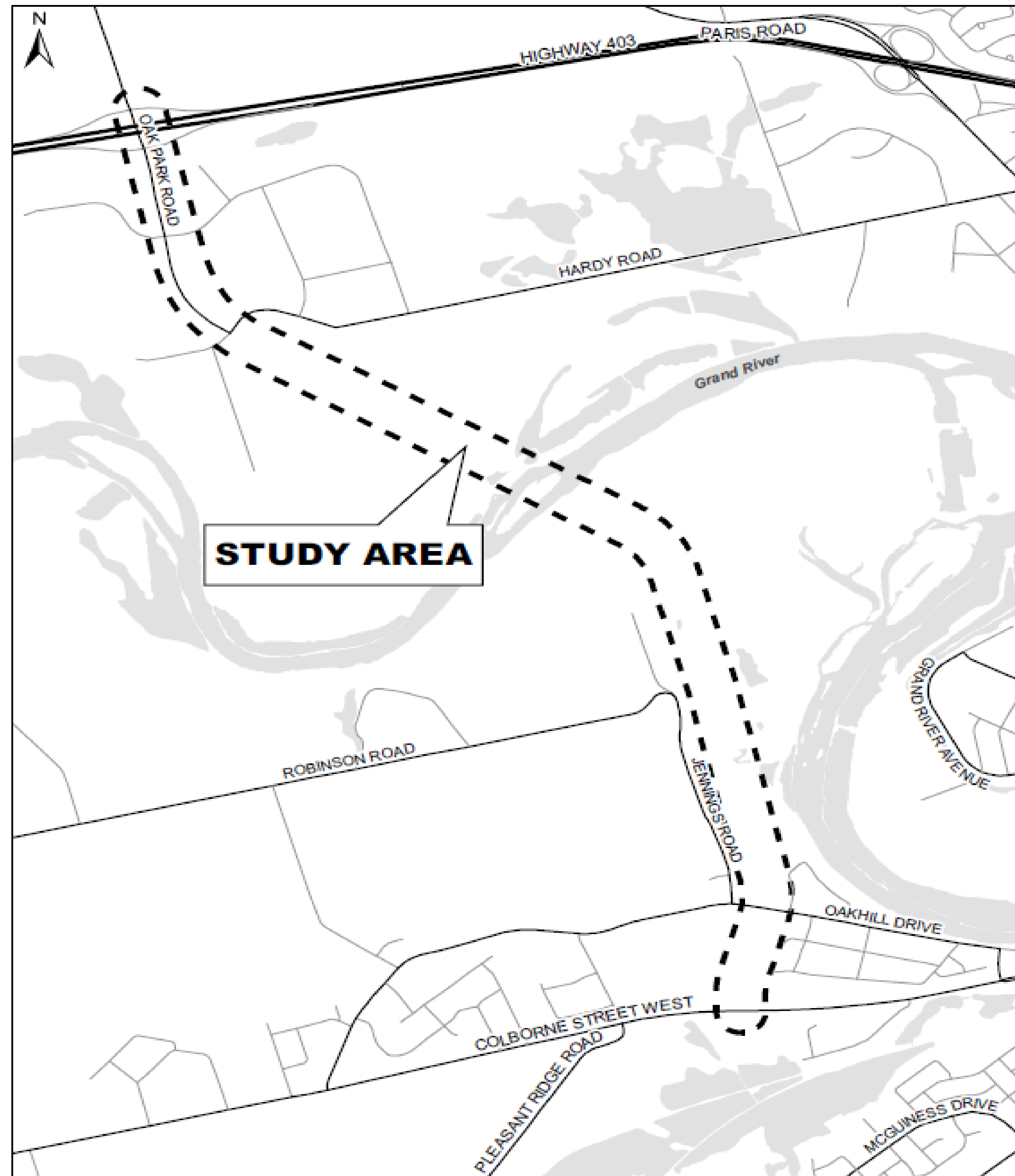
1. Alternative Design Concepts for the Preferred Solution(s); and
2. Detailed inventory of natural, cultural, economic and environmental impacts.

PROJECT STUDY AREA

The Study Area for this Environmental Assessment includes Oak Park Road between the Kramer's Way / Hardy Road Intersection and Colborne Street West.

The Study Area includes the existing protected corridor established from the 1981 Brantford Corridor Study and will consider natural environment features including the Brant Conservation Area and sensitive environmental features along the Grand River.

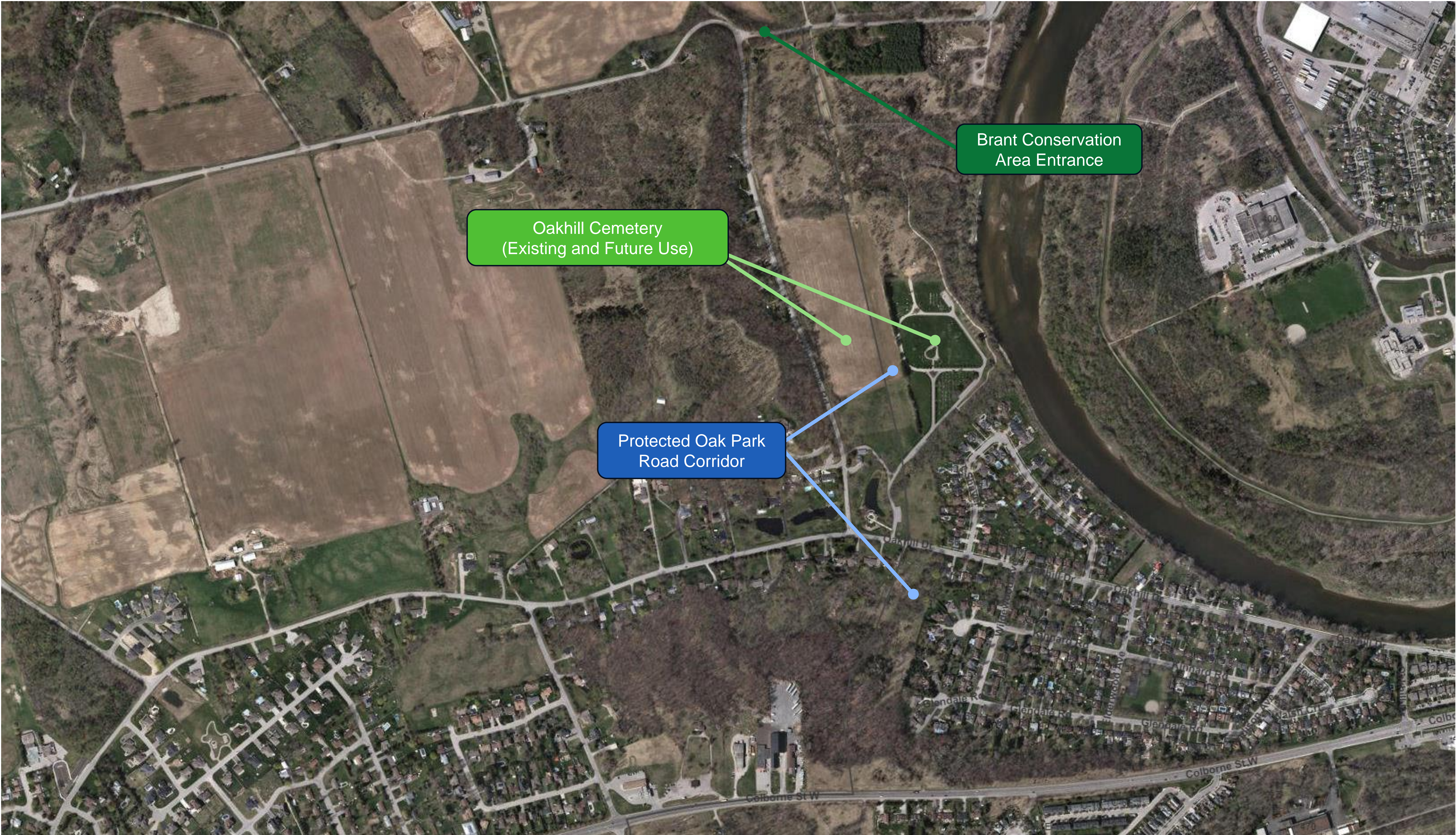
The Transportation Analysis will review traffic operations on Oak Park Road at key locations including to/from Highway 403, Hardy Road, Oakhill Drive and Colbourne Street West.



PROJECT STUDY AREA



PROJECT STUDY AREA

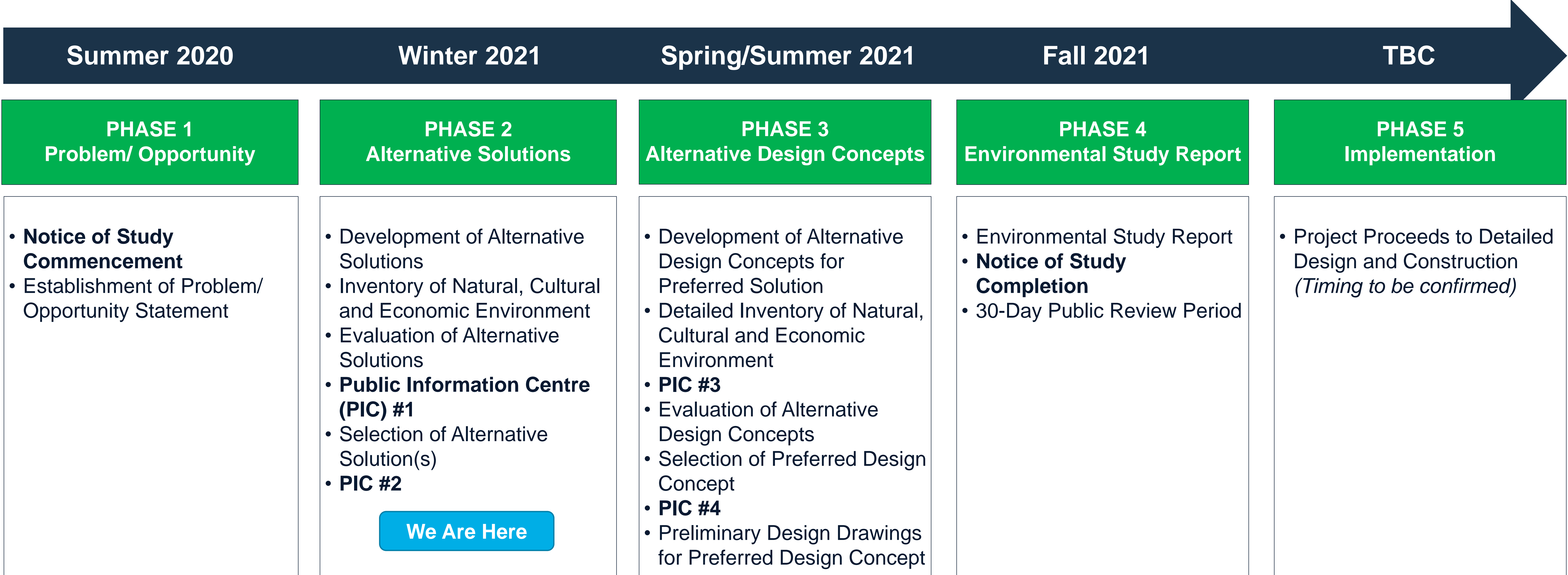


MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS

A Municipal Class Environmental Assessment (MCEA) is a mandatory process to be completed for major infrastructure projects such as road work and is an approved process under the *Ontario Environmental Assessment Act*.

The MCEA is an assessment process which is designed to ensure compliance with the *Ontario Environmental Assessment Act*, which in turns allows for the protection of the physical environment, natural environment, social and economic environment. This project will be completing Phases 1 through 4 of the MCEA.

No plans or budgets for this project will be finalized until the completion of the Environmental Assessment study.



CONSULTATION

The City of Brantford will be hosting a total of four Public Information Centres (PICs) during this Environmental Assessment to provide an opportunity for the public to **review and comment** during project milestones.



Public Information Centre #1

- The Municipal Class Environmental Assessment process being followed;
- The study background and existing conditions of the study area; and
- The preliminary evaluation of Alternative Solutions.

Public Information Centre #2

- The detailed evaluation of Alternative Solutions;
- The recommended Alternative Solution(s); and
- Next steps in the project.

Public Information Centre #3

- Alternative Design Concepts for the Preferred Solution(s); and
- Detailed inventory of natural, cultural, economic and environmental impacts

Public Information Centre #4

- The evaluation and selection of the Alternative Design Concept(s);
- The Preliminary Preferred Design Concept;
- Anticipated impacts and mitigation measures; and next steps in the project

The City of Brantford is considering feedback received to-date throughout the Environmental Assessment study process.

Engagement with Indigenous Communities

The City of Brantford will be working collaboratively with Indigenous Communities during this Environmental Assessment in order to assess and understand existing Aboriginal and Treaty Rights.

To that end, the City of Brantford will meet regularly with Indigenous Communities, share reports and information and seek to incorporate input and perspectives into the evaluation of alternatives, development of environmental mitigation measures and design concepts.

FEEDBACK RECEIVED TO-DATE

The first Virtual Public Information Centre (PIC) was held online beginning on [November 27, 2020](#) to present the Municipal Class Environmental Assessment process being followed, study background, existing conditions and preliminary evaluation of alternative solutions.

A presentation video providing responses to frequently asked questions received from the PIC was uploaded to the City's website on [December 18, 2020](#) following review of comments received. Since the PIC display boards and video were posted on the City's website on November 27, 2020, **over 120 email comments have been received to date.**

General questions, comments and concerns received on the project to-date have included:

General Comments

- What has been the extent of engagement and consultation with Indigenous communities?
- What is the cost of project construction?
- What impact will the project have on property values and taxes?
- Request for details and more information regarding Alternative 7 - New crossing of the Grand River.
- Impacts to the Oakhill Cemetery, Abutting properties, Cultural heritage and Archaeological sites.

Alternative Solutions

- What was the methodology to select the preferred alternative solutions?
- What would be the travel times saved in Alternative 7 (Oak Park Road Extension).
- Comments regarding the evaluation criteria and other potential solutions.
- Was there consideration of extension of Oak Park Road to Shellard Lane?
- Request for Alternatives 2 and 6 to be considered as a single solution.

Environmental

- Will there be an increase of noise, air, light and vibration impacts?
- What impacts would there be to drinking water supply?
- What impacts would there be to the Tufa Mounds ANSI, Perched Fens and Davisville Swamp Provincially Significant Wetland?
- Concerns over sustainability and climate change
- Concerns over impacts to wildlife, wildlife habitats (aquatic and terrestrial), trees and migratory birds

[Note: The Oakhill Cemetery will be discussed later in this presentation.](#)

PROBLEM / OPPORTUNITY STATEMENT

Phase 1 of the Municipal Class Environmental Assessment process requires that a Problem/ Opportunity Statement be prepared. The purpose is to identify those problems and opportunities that need to be addressed by the Environmental Assessment Study and help guide the selection and evaluation of the preferred alternative solutions and designs. The following Problem/Opportunity Statement was developed by the Project Team.

Problem / Opportunity Statement:

The City of Brantford's Transportation Master Plan (TMP) update identifies alternatives to accommodate long term population and employment growth in the City including the Oak Park Road extension corridor. Traffic volumes generated by future growth in the City of Brantford to 2041 will cause an increase in traffic congestion in the downtown core and other roads in the City.

Opportunities exist to accommodate growth in the City of Brantford through exploration of a range alternatives for the study area. These include:

1. Enhancement of the City of Brantford's transportation system including regional and local movement of people and goods;
2. Addressing future travel demand associated with population and employment growth in the City, and provide additional roadway capacity and reduce travel times between West Brantford (West Brant), Northwest Brantford and the Highway 403;
3. Measures to support all modes of transportation (vehicular, active transportation, and transit) based on a Complete Streets approach; and
4. Consideration of the unique socio-economic, cultural and natural environments of the study area.

ALTERNATIVE PLANNING SOLUTIONS

During Phase 2 of the Municipal Class Environmental Assessment process, alternative planning solutions are developed to address the identified Problem/Opportunity Statement. The following are the alternative solutions were developed:

- 1 Alternative 1 – Do Nothing**


Maintain existing conditions. No change to the existing transportation network within the south-west quadrant of the City of Brantford.
- 2 Alternative 2 – Improve Transit, Active Transportation and Transportation Demand Management**

Increase transit operations / level of service to increase transit modal share. Improve cycling and pedestrian facilities to increase active transportation modal share and implement Transportation Demand Management (TDM) measures to reduce auto dependency such as carpooling, working from home or shifting work hours.
- 3 Alternative 3 – Implement Localized Intersection Improvements**

Implement intersection improvements within key intersections such as dedicated turning lanes, new facilities such as traffic signals and/or improvement of existing traffic signal timing to improve traffic operations.
- 4 Alternative 4 – Improve Alternative Roadways**

Improve parallel north-south corridors or provide alternative crossing of the Grand River. This could include improvements to corridors such as Rest Acres Rd, Colbourne St W, Brant Av, Hardy Rd or Phelps Rd.
- 5 Alternative 5 – Implement Localized Intersection Improvements and Improve Alternative Roadways**

Combination of Alternatives 3 and 4.
- 6 Alternative 6 – Limit Development of Surrounding Lands**

Implement planning policies which would limit population and employment growth in the south-west quadrant of the City of Brantford.
-  **6a Alternative 6A – Combination of Alternatives 2 to 6.**
- 7 Alternative 7 – Construct New Roadway Crossing of the Grand River**

Implement an extension of Oak Park Road from the Hardy Road/Kraemer's Way intersection to Colbourne Street West as envisioned in the 2014 Transportation Master Plan Update.

EVALUATION CRITERIA

To evaluate the alternative solutions, in addition to feedback received, a number of criteria were used to determine the recommended alternative solution:

Transportation	Land Use Planning Objectives	Natural Environment	Social Environment
<ul style="list-style-type: none"> Existing and Future Transportation Network Connectivity Active Transportation, Transit and Transportation Demand Management 	<ul style="list-style-type: none"> Provincial Policies Local Policies 	<ul style="list-style-type: none"> Aquatic Habitat Terrestrial Habitat Natural Heritage Features Climate Change Surface and Groundwater 	<ul style="list-style-type: none"> Existing Communities Property Requirements Noise and Vibration Air Quality Aesthetics
Cultural Environment	Economic Environment	First Nation & Indigenous Communities	Other
<ul style="list-style-type: none"> Archaeological Resources Built Heritage Resources Cultural Heritage Landscapes 	<ul style="list-style-type: none"> Existing/Future Land Use Capital Costs Property Costs Maintenance Costs 	<ul style="list-style-type: none"> Lands Treaty Rights Archaeological Sites Land Claims 	<ul style="list-style-type: none"> Utility Impacts Grading, Drainage and Stormwater Management Requirements Phasing and Implementation

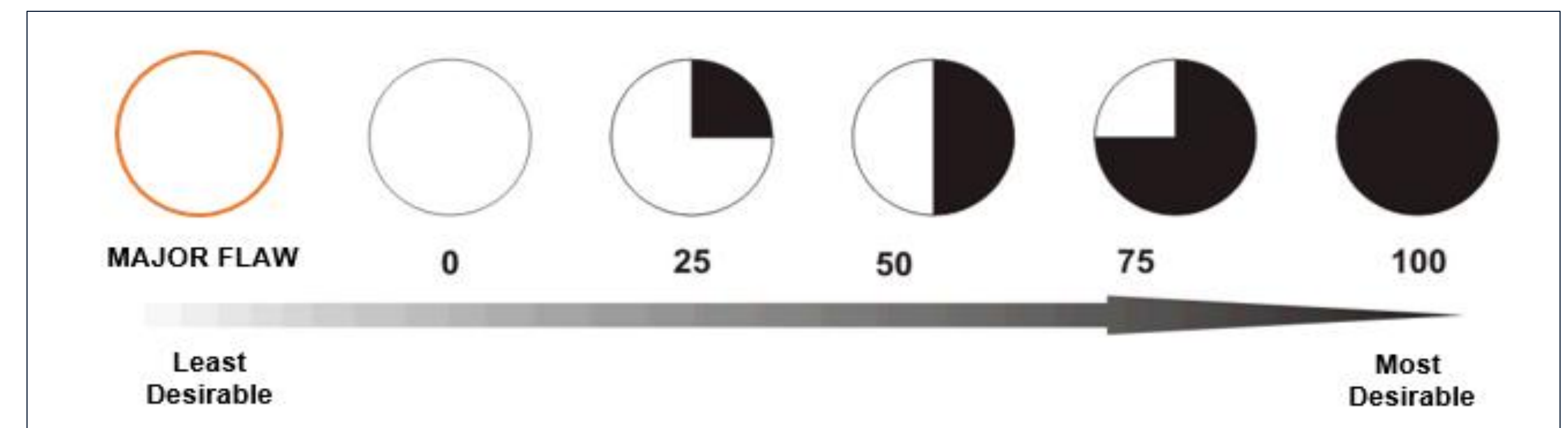
EVALUATION PROCESS

The evaluation of alternative planning solutions consisted of the following steps:

1. Apply the evaluation criteria for each of the 8 categories to each of the alternative solutions and identify the potential effects on the environment.
2. Identify what reasonable mitigation measures may be available to avoid or minimize potential negative environmental effects for each solution.
3. Identify if there are any net positive or negative effects on the environment for each alternative solution.
4. Identify the relative advantages or disadvantages for each solution based on the net environmental effects and assess each alternative solution's ability to address the identified Problem and Opportunity Statement.
5. Identification of the preferred planning solution(s).

Symbols were developed to evaluate the alternative planning solutions and help identify the net positive or negative effects within the evaluation categories.

Full circles are intended to resemble a score closer to 100% where potential impacts within a given criteria are reduced or can be mitigated.

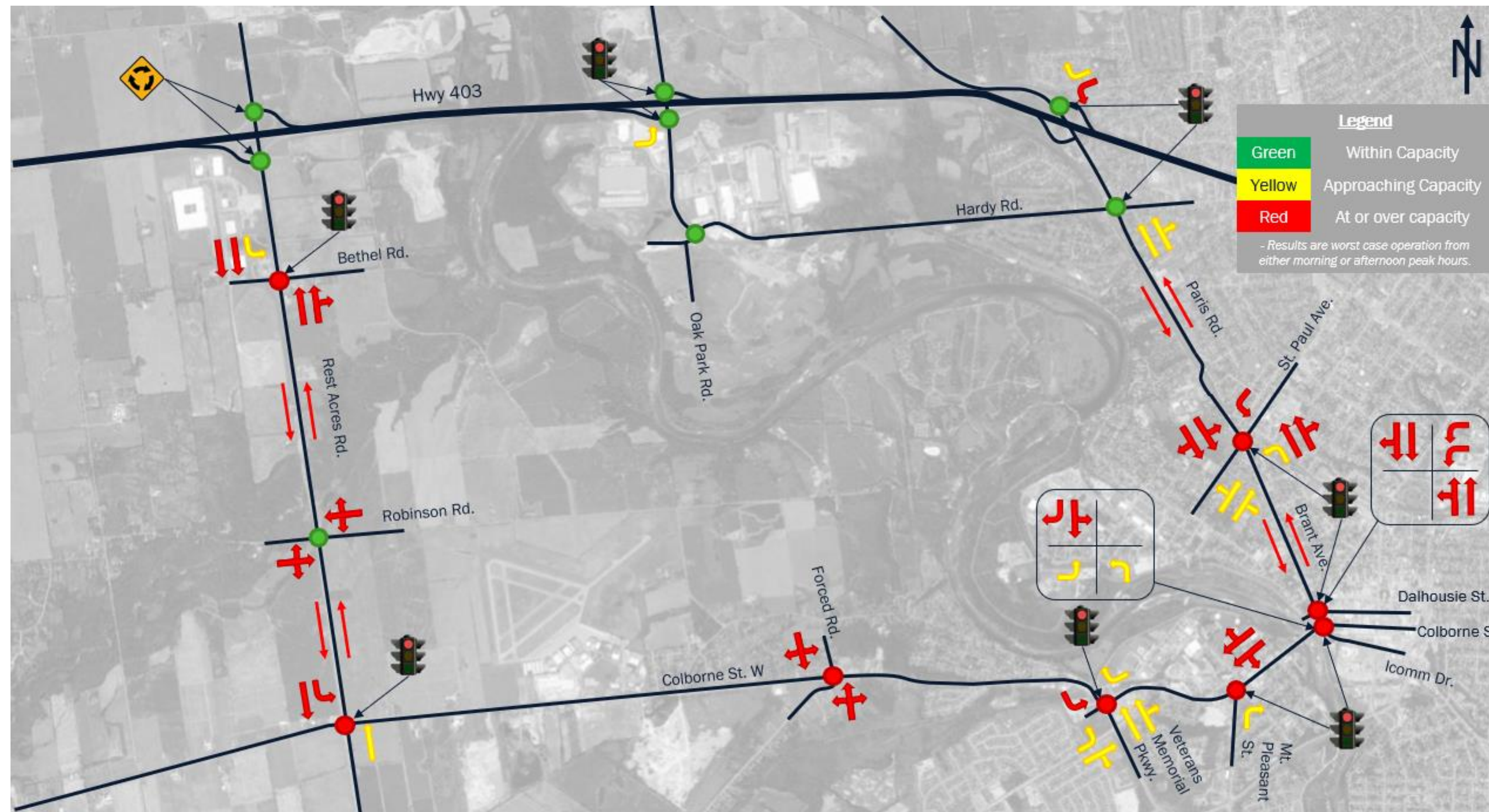
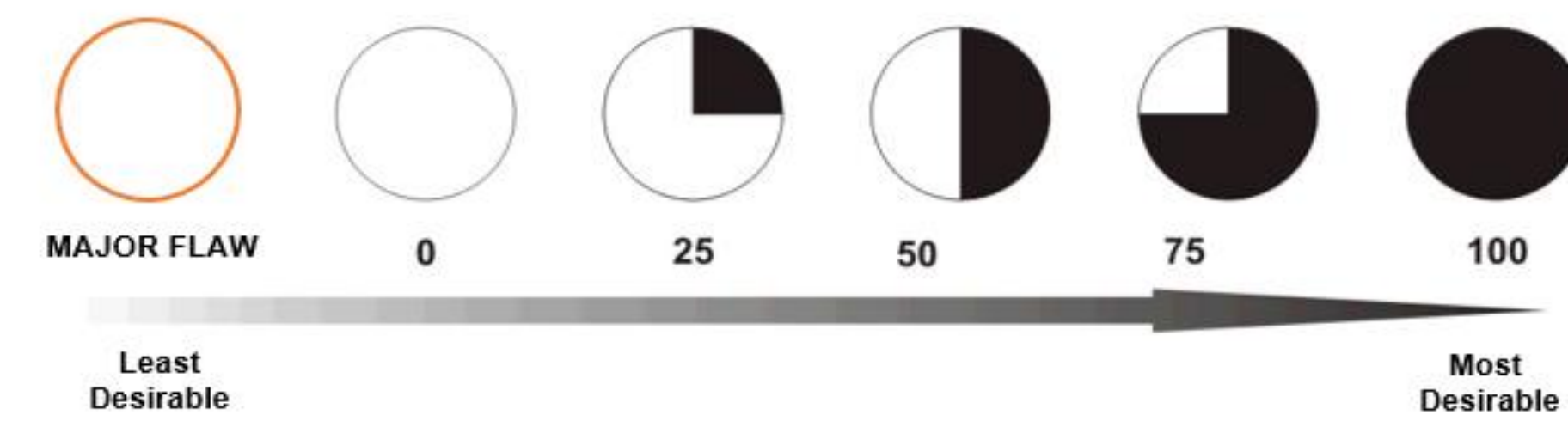


A summary of the detailed evaluation of Alternative Solutions is presented in the following slides.

The detailed evaluation of Alternative Solutions can be downloaded from the City's project website at www.Brantford.ca/OakParkRoad.

SUMMARY OF THE DETAILED EVALUATION OF ALTERNATIVE SOLUTIONS

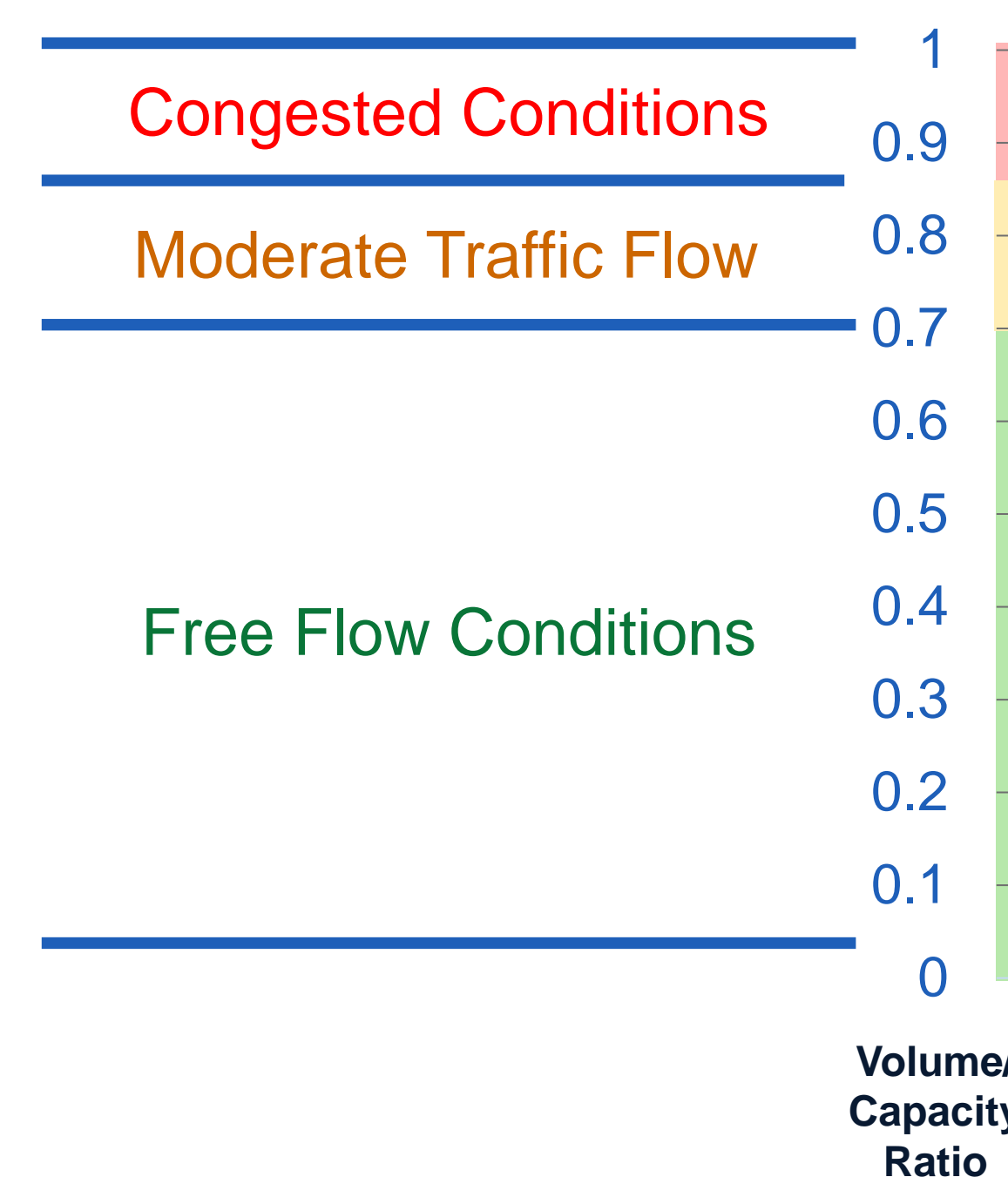
1 Alternative 1 – Do Nothing



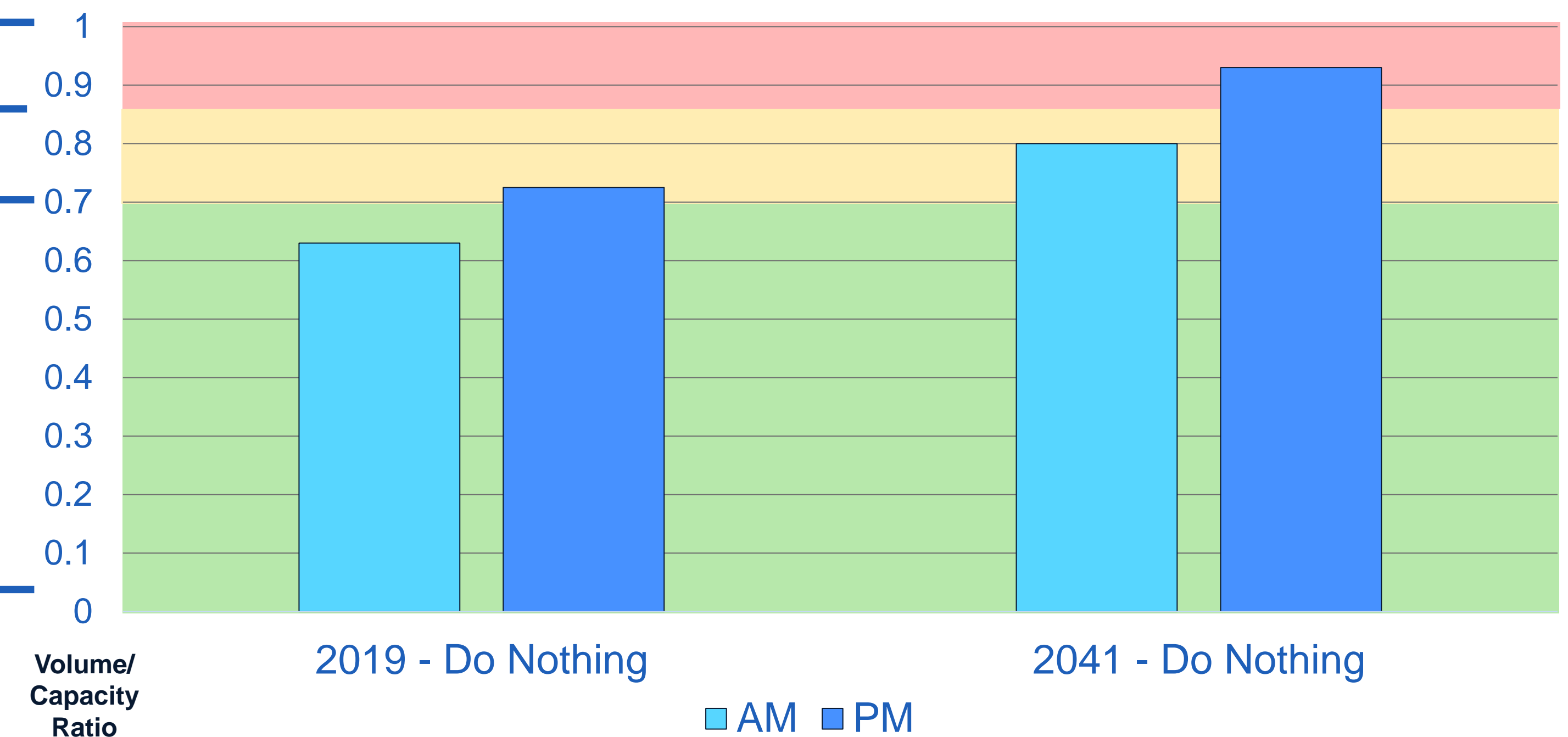
Transportation	Land Use Planning Objectives	Natural Environment	Social Environment
MAJOR FLAW	MAJOR FLAW	75	100
Cultural Environment	Economic Environment	First Nation & Indigenous Communities	Other
100	25	100	100

Not recommended. Would not address the problem and opportunity statement.

- All directions and peak periods would be at, or above capacity (gridlock) in 2041, except the southbound direction in morning peak period. Existing roadways would require additional capacity to accommodate 2041 traffic demands.
- The congestion experienced through population and employment growth would remain and worsen over time.
- There would be no opportunity for improving connectivity to the existing and future road network nor improvements to Active Transportation, Transit or Transportation Demand Management programs.

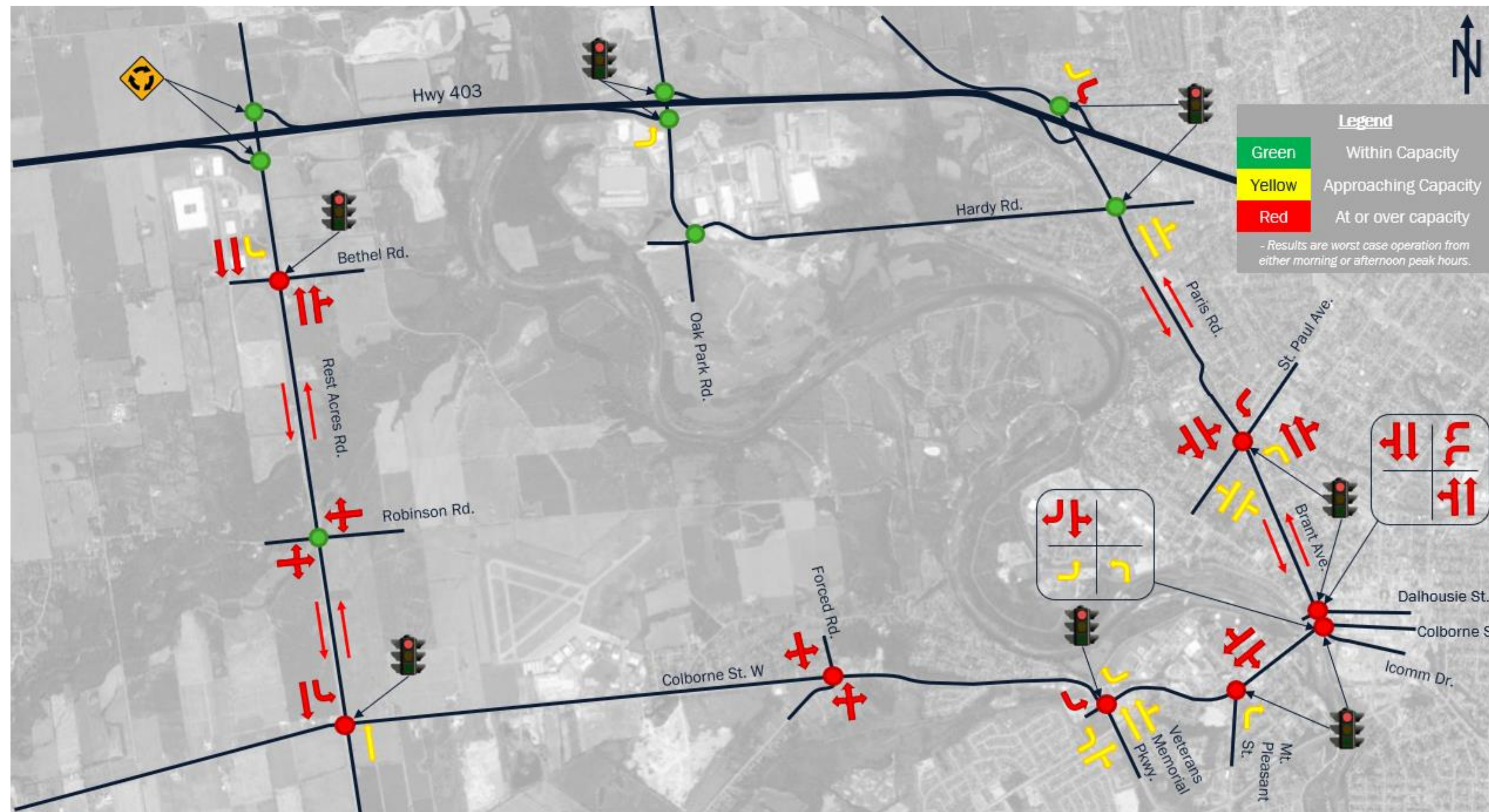
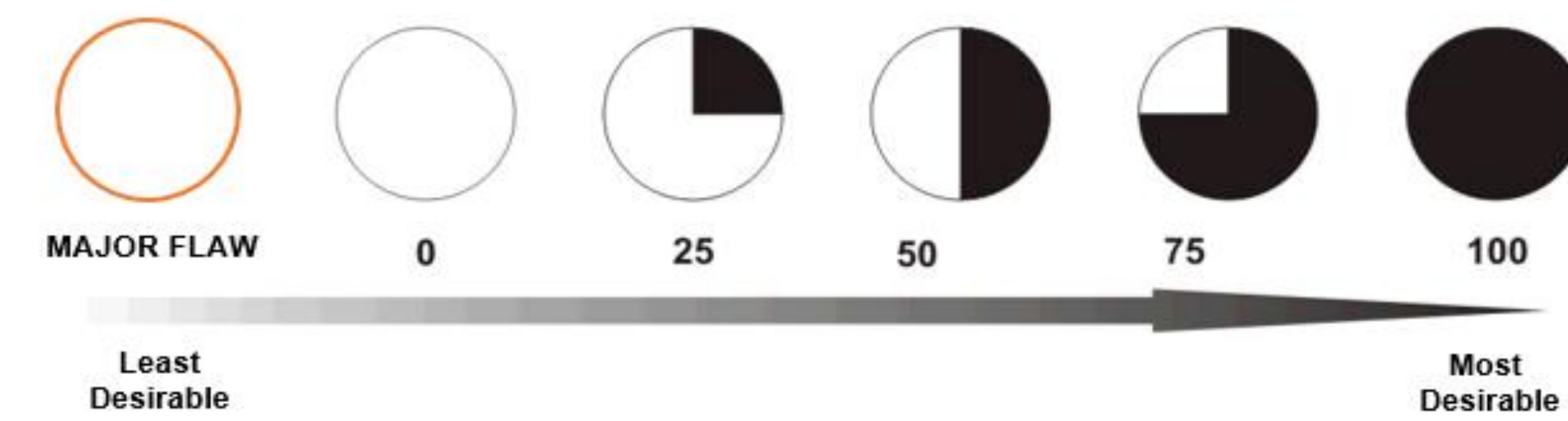


Screenline Level Traffic Forecast (Overall North-South Transportation Network Capacity)



1

Alternative 1 – Do Nothing



Transportation	Land Use Planning Objectives	Natural Environment	Social Environment
MAJOR FLAW	MAJOR FLAW	75	100
Cultural Environment	Economic Environment	First Nation & Indigenous Communities	Other
100	25	100	100

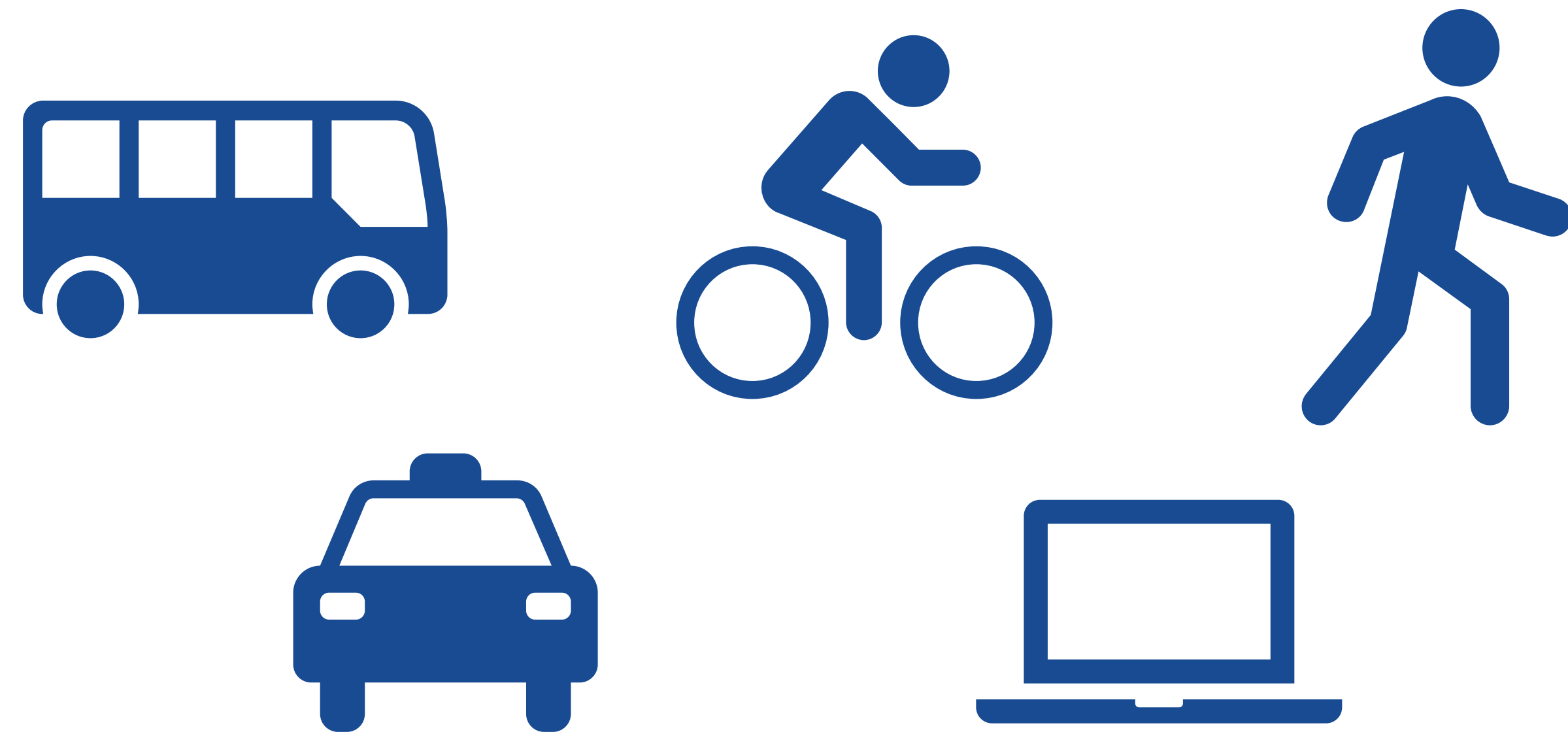
Not recommended. Would not address the problem and opportunity statement.

- Inconsistent with the goals and objectives of the City of Brantford’s Official Plan, 2019 Growth Plan and 2020 Provincial Policy Statement.

Plan	Policy	Result
City of Brantford 2020 Draft Official Plan	<ul style="list-style-type: none"> Long-term corridors “shall be maintained to meet the long-term transportation demands of the City”. The City “will ensure that the layout of new Arterial and Collector Roads promotes efficient and direct transit routes within and between neighbourhoods” 	Not Consistent
2019 Growth Plan for the Greater Golden Horseshoe	<ul style="list-style-type: none"> The Transportation System within the Greater Golden Horseshoe “will be planned and managed to provide connectivity among transportation modes for moving people and for moving goods”. 	Not Consistent
2020 Provincial Policy Statement	<ul style="list-style-type: none"> Planning authorities shall “plan for and protect corridors and right-of-way for infrastructure, including transportation, to meet current and projected needs and as part of a multimodal transportation system.” “Connectivity within and among transportation systems and modes should be maintained, and where possible, improved including connections which cross jurisdictional boundaries.” 	Not Consistent

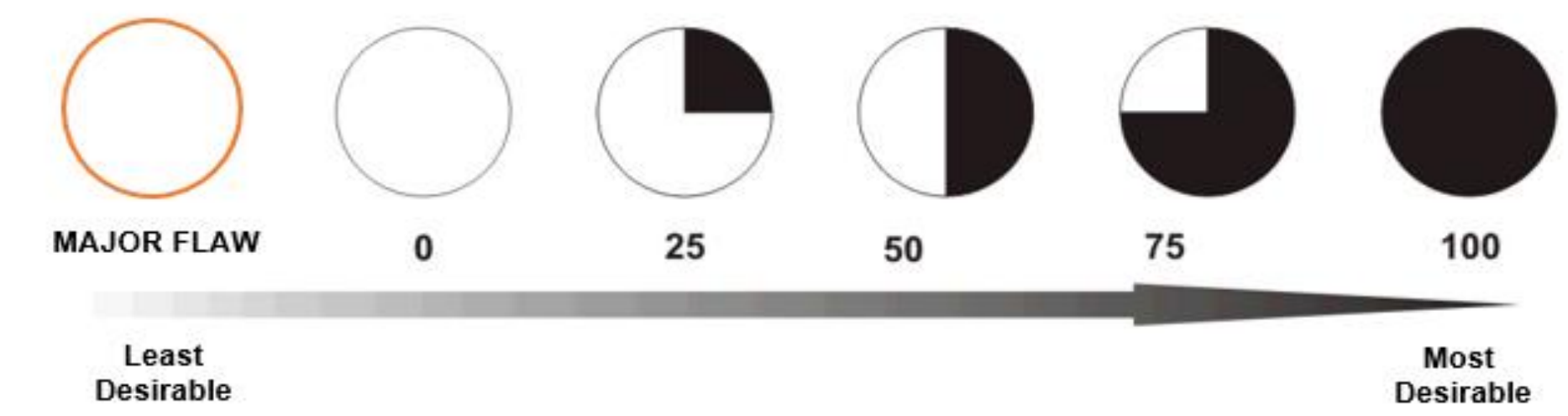
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Alternative 2 – Improve Transit, Active Transportation and Transportation Demand Management



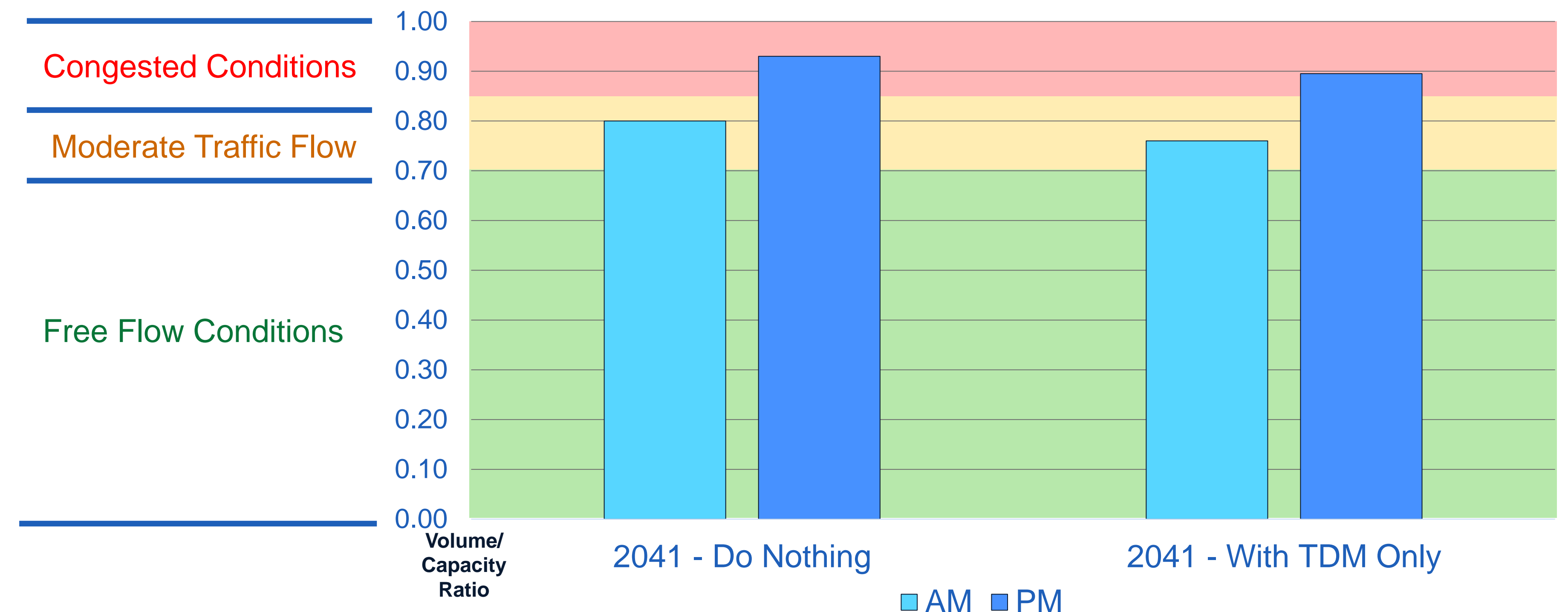
Does not perform well under the Transportation and Land Use Planning Objectives criteria and is **not recommended** since it would not address the problem and opportunity statement.

- Increased transit service would operate using the existing transportation system which would still experience congestion due to population and employment growth, since private vehicular trips are forecast to make up 73.8% of morning Peak Period trips by 2041 as noted in the City’s 2020 Transportation Master Plan.
- Additional active transportation facilities and the enhancement of transit service would help to reduce the traffic demand within the study area and slightly mitigate deficiencies, however, they are not able to resolve the issues completely.
- The peak hour directional traffic flows are still forecast at near or over capacity conditions.
- Would not adequately accommodate future traffic volume in the City or provide new or adequately improve connections to existing and future roads in the City.



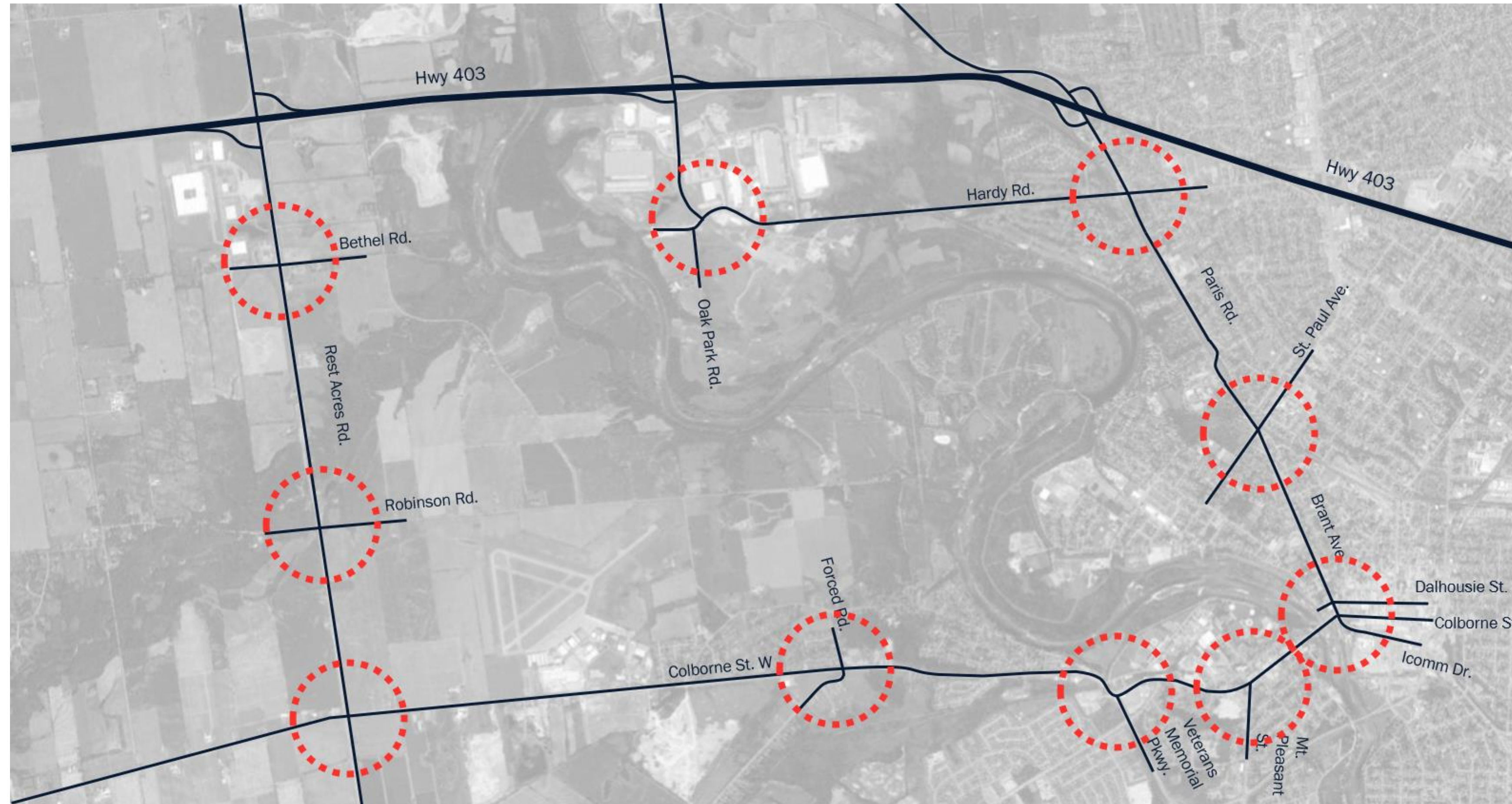
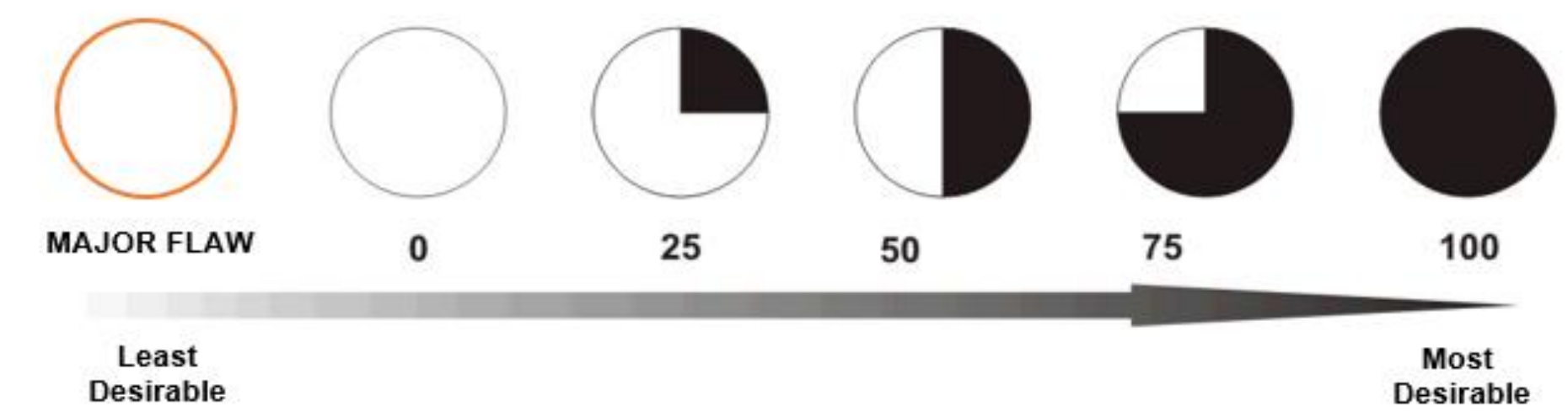
Transportation	Land Use Planning Objectives	Natural Environment	Social Environment
0	0	75	75
Cultural Environment	Economic Environment	First Nation & Indigenous Communities	Other
100	50	100	100

2041 Screenline Conditions - With Alternative 2
(Overall North-South Transportation Conditions)



3

Alternative 3 – Implement Localized Intersection Improvements



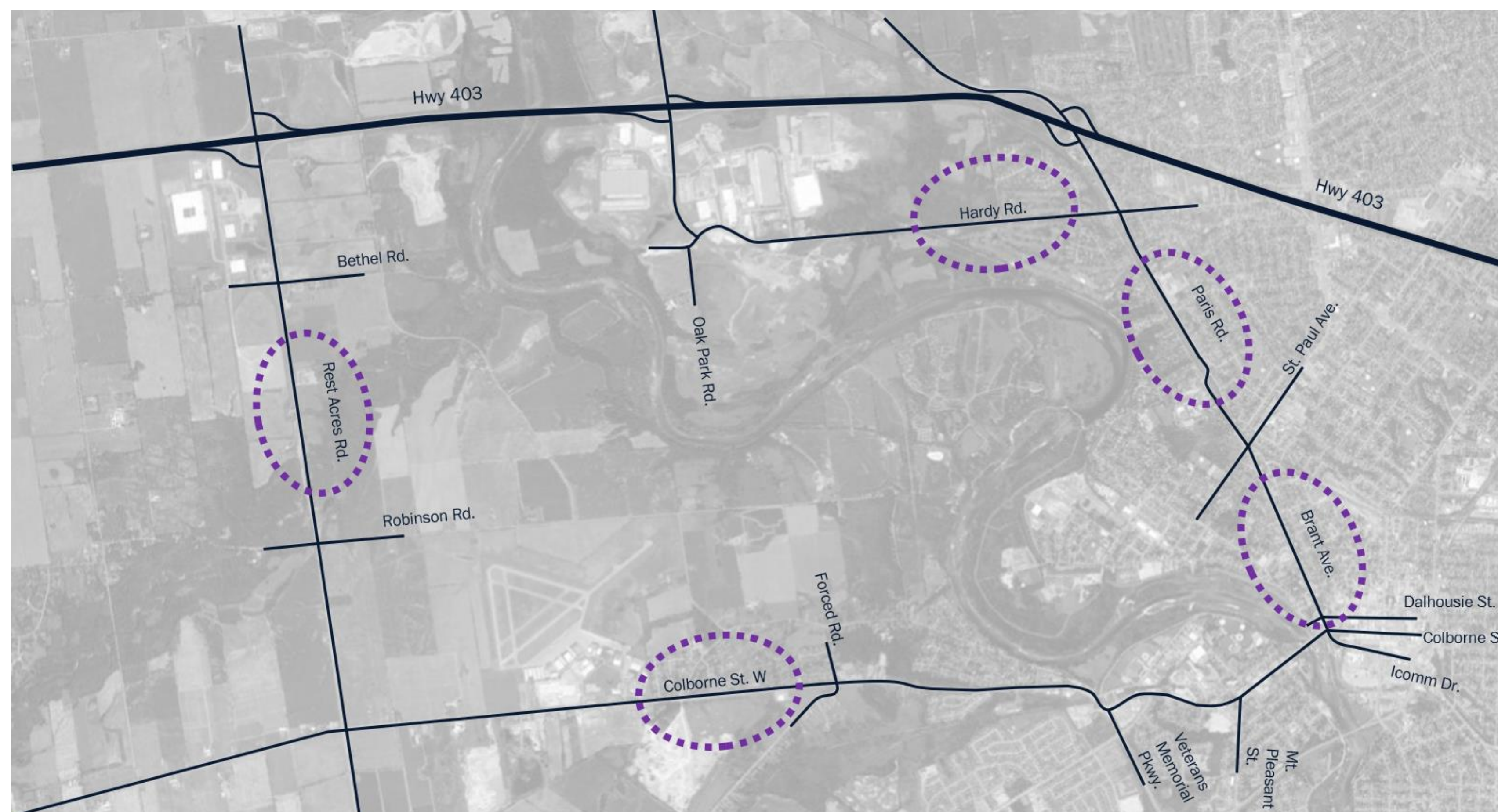
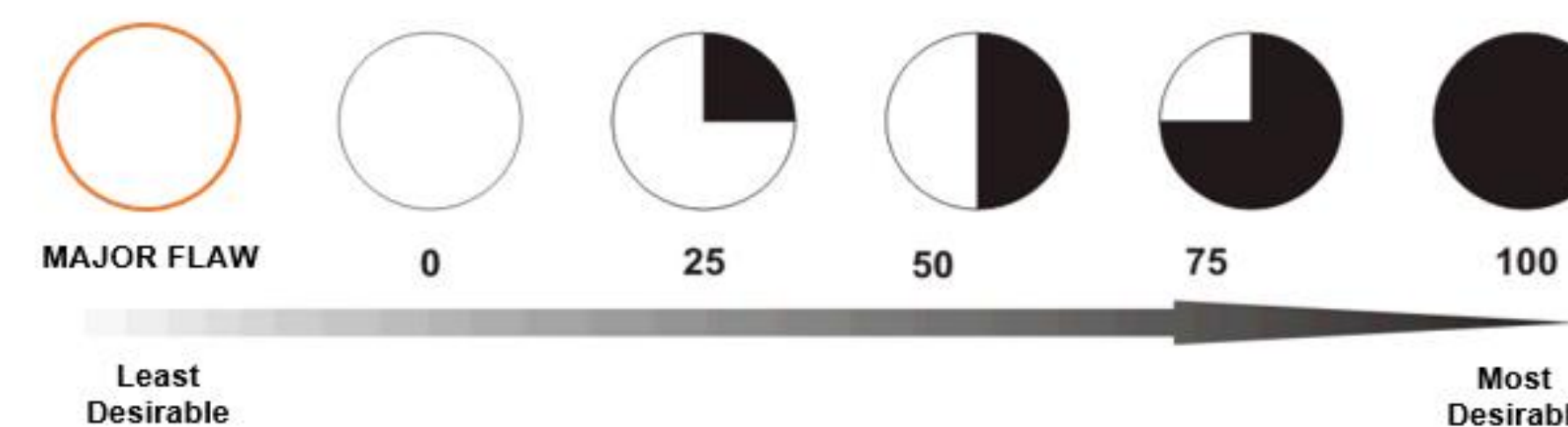
Transportation	Land Use Planning Objectives	Natural Environment	Social Environment
○	◐	◑	◒
Cultural Environment	Economic Environment	First Nation & Indigenous Communities	Other
◑	◑	◐	◑

Not recommended. Would not address the problem and opportunity statement.

- Would somewhat accommodate existing traffic volume in the City.
- Does not adequately accommodate future traffic volume or improve capacity of the transportation network.
- Would not adequately address existing provincial and local policy objectives for transportation and growth.
- The average cost for improvements to intersections are estimated to be approximately \$1 million per intersection, depending on the extent of improvements.

4

Alternative 4 – Improve Alternative Roadways

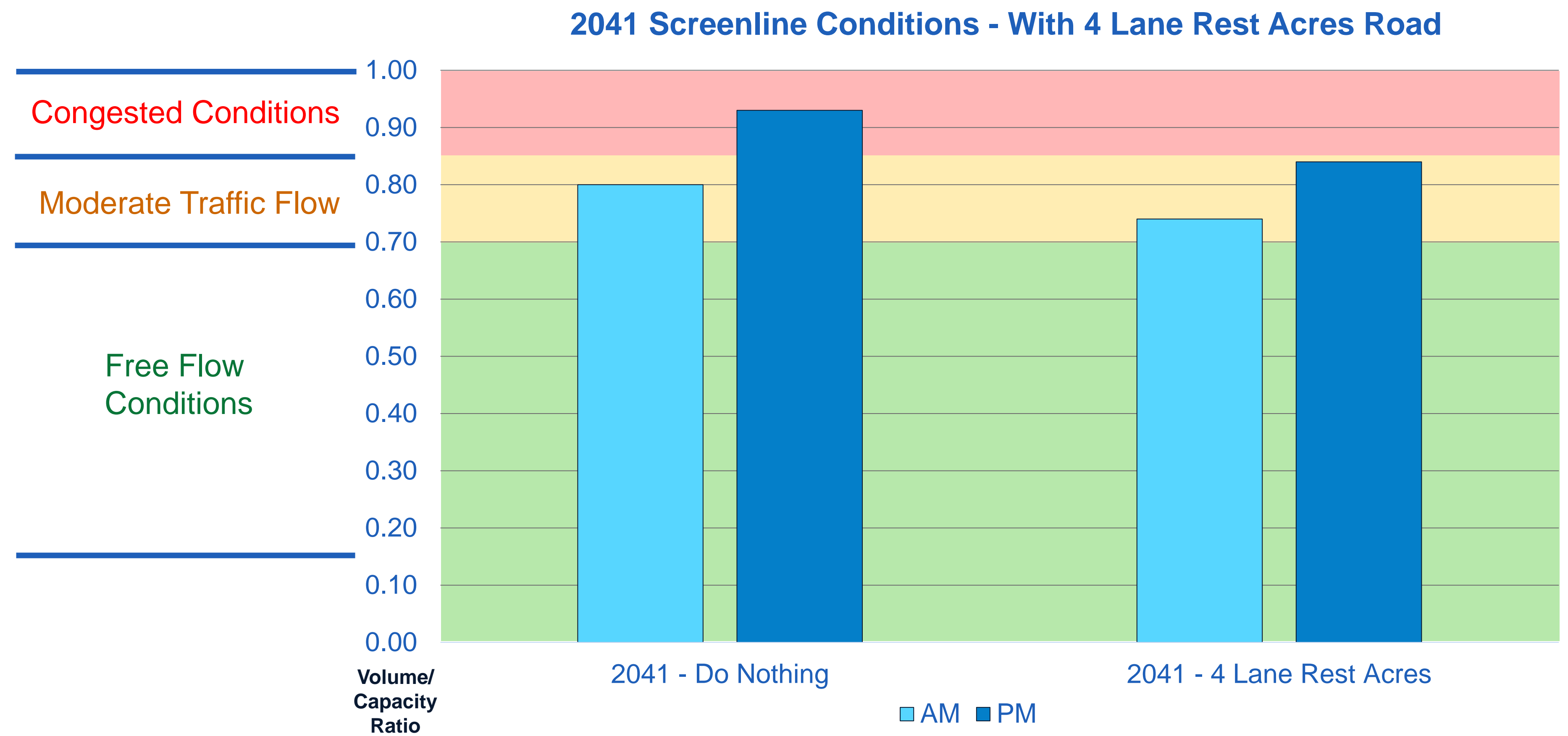
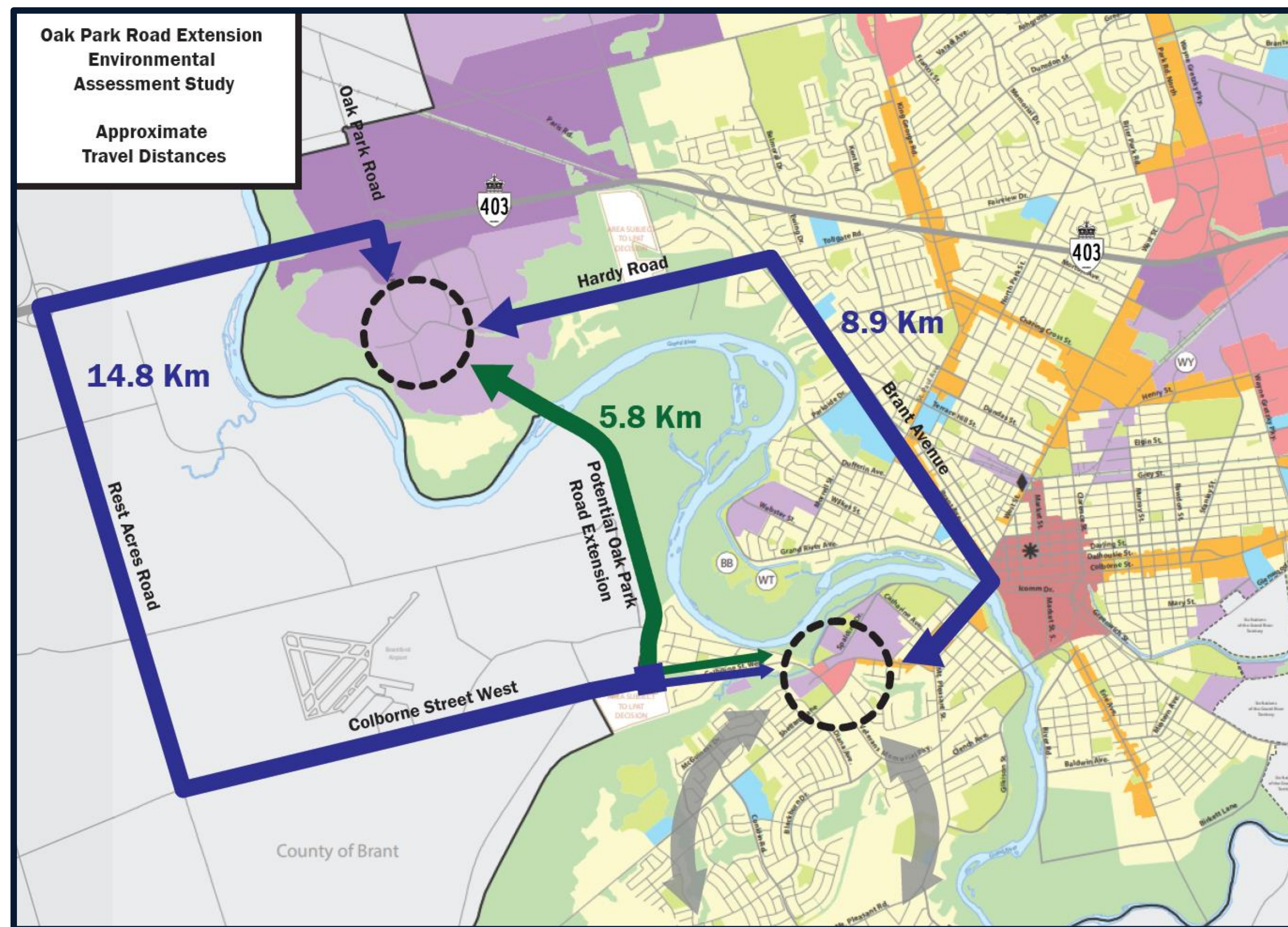


Transportation	Land Use Planning Objectives	Natural Environment	Social Environment
Cultural Environment	Economic Environment	First Nation & Indigenous Communities	Other

Not recommended. Would not address the problem and opportunity statement.

- The 2020 TMP notes that the transportation capacity of Brant Avenue is strategic in nature, noting the [lack of a direct connection between Northwest Brantford \(commercial/industrial use\) and Southwest Brantford \(residential use\)](#) being a main issue.
- The 2020 TMP identified that a [considerable amount of traffic traveling between Northwest and Southwest Brantford is forced to travel east towards downtown in order to cross the Grand River, then back to the west to reach intended destinations.](#)
- The 2020 TMP notes the City recently implemented more stringent parking restrictions on Brant Avenue, and other traffic signal system measures to improve its operation.
- The 2020 TMP clarifies that Brant Avenue, between St. Paul Avenue and the Lorne Bridge, is part of the [Brant Avenue Heritage Conservation District](#), and that the widening of Brant Avenue to provide 5-6 lanes would have significant property impacts, and thereby potentially impact many properties with Heritage Conservation District designations.

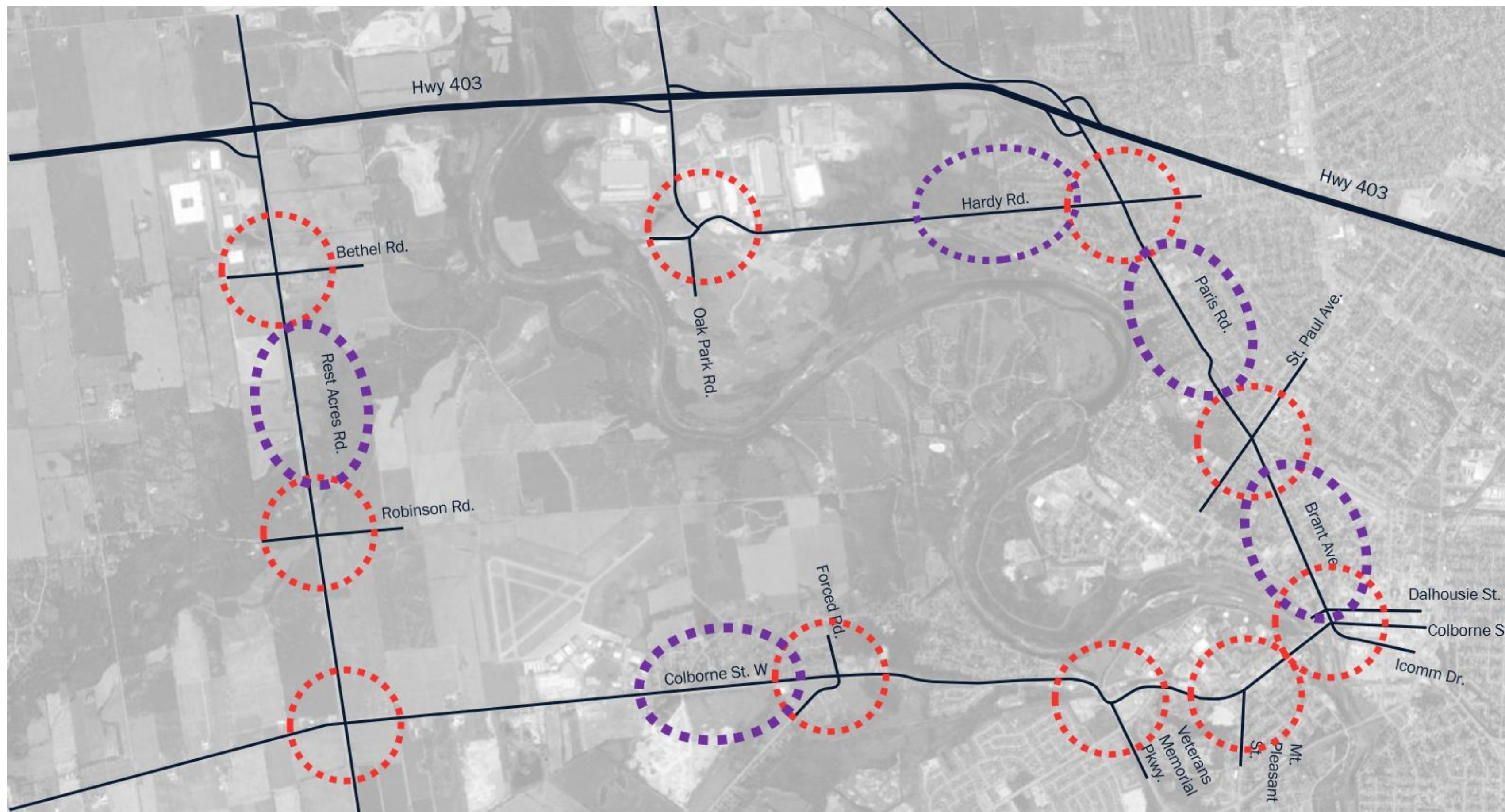
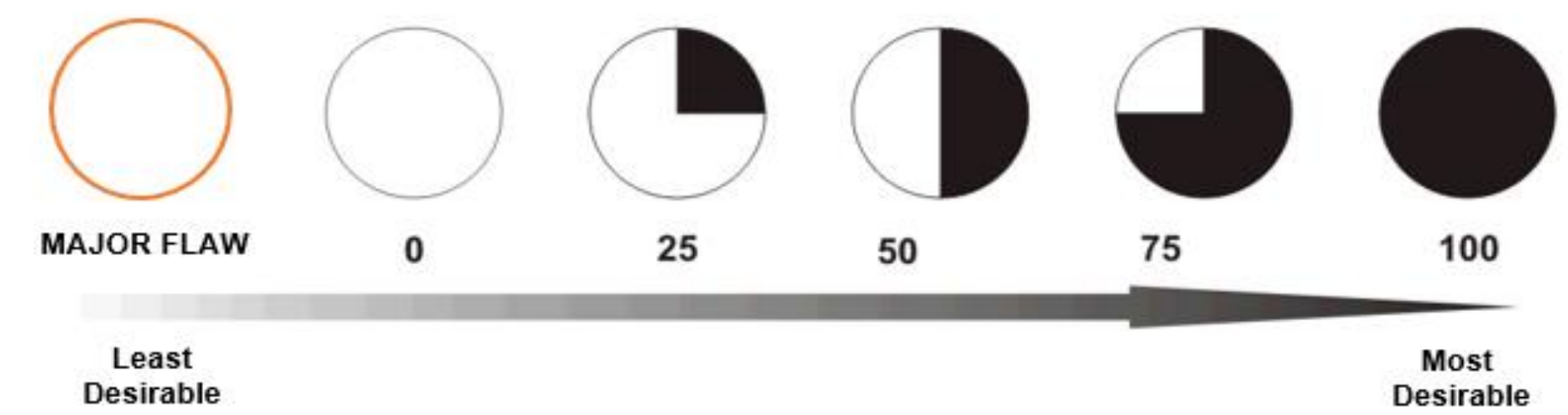
4 Alternative 4 – Improve Alternative Roadways



- Improvements to Rest Acres Road are **outside of the City’s jurisdiction**.
- The City’s TMP notes that a high percentage of trips **have origins and destinations within Brantford (>70%)**. Utilizing Rest Acres Road would result in longer travel distances to connect Northwest and Southwest Brantford.
- A previous traffic sensitivity analysis showed that the expansion of Rest Acres Road to 4 lanes from Highway 403 to Colborne Street **would not alleviate capacity deficiencies**. This is confirmed in the current EA; assigning vehicular trips to a widened Rest Acres Road as an alternative to an Oak Park extension would still result in congestion on Rest Acres Road by 2041.
- Widening Rest Acres Road would present its own **property, environmental and cost constraints**, such as the crossing of Whitemans Creek, and may require additional enhancement at key locations such as intersections and interchanges.

5

Alternative 5 – Implement Localized Intersection Improvements and Improve Alternative Roadways



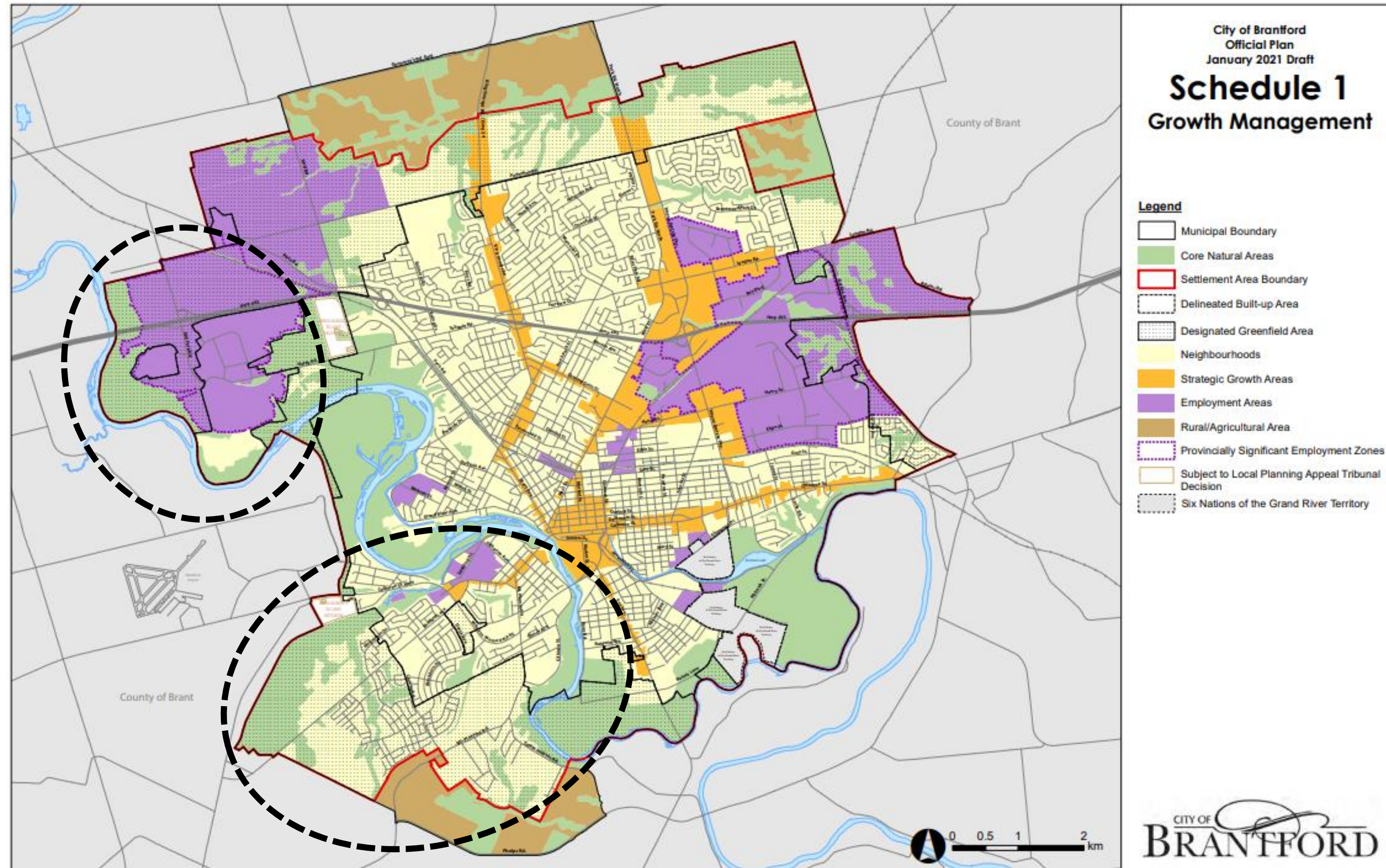
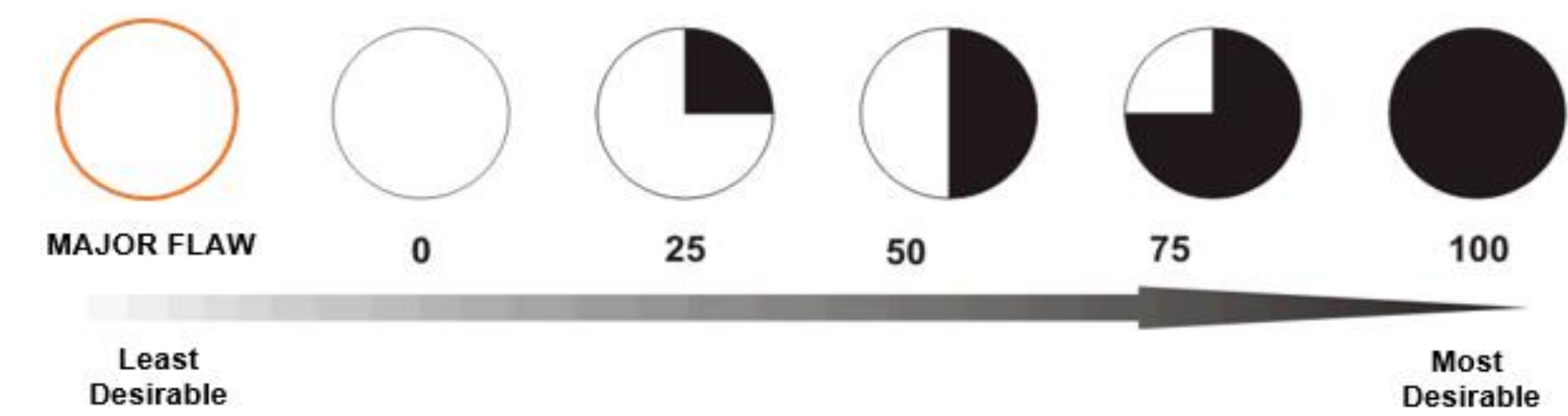
Transportation	Land Use Planning Objectives	Natural Environment	Social Environment
Cultural Environment	Economic Environment	First Nation & Indigenous Communities	Other

Not recommended. Would not address the problem and opportunity statement.

- Localized intersection improvements does not adequately accommodate future traffic volume in the City or improve capacity of the transportation network.
- Would also not adequately address existing provincial and local policy objectives for transportation and growth.
- Improving other alternative roadways including Rest Acres, Paris Road/Brant Avenue or other routes does not sufficiently address the Problem and Opportunity Statement for addressing future travel demand associated with population and employment growth in the City, providing additional roadway capacity and reducing travel times between West Brantford (West Brant), Northwest Brantford and the Highway 403.

6

Alternative 6 – Limit Development of Surrounding Lands



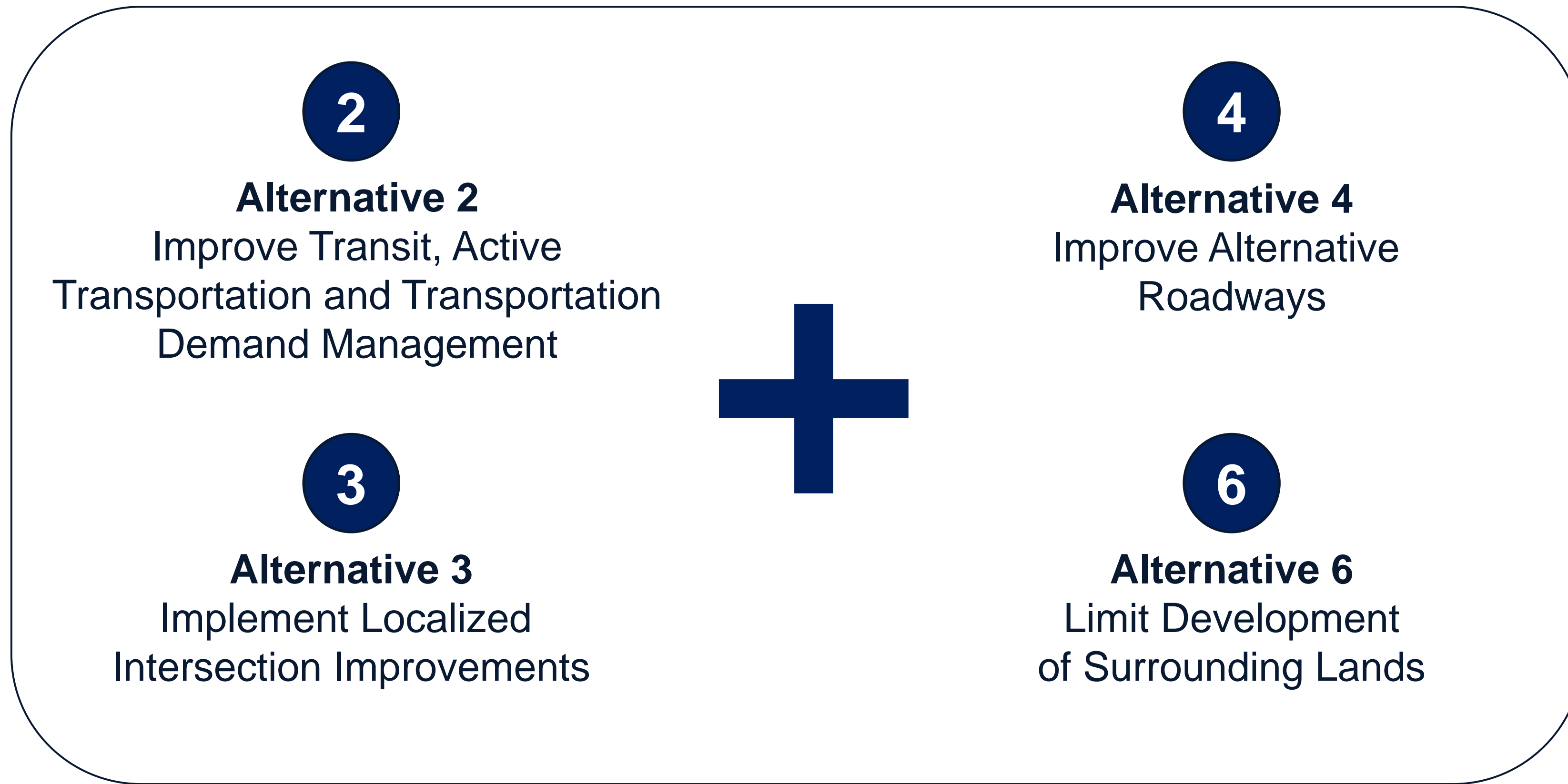
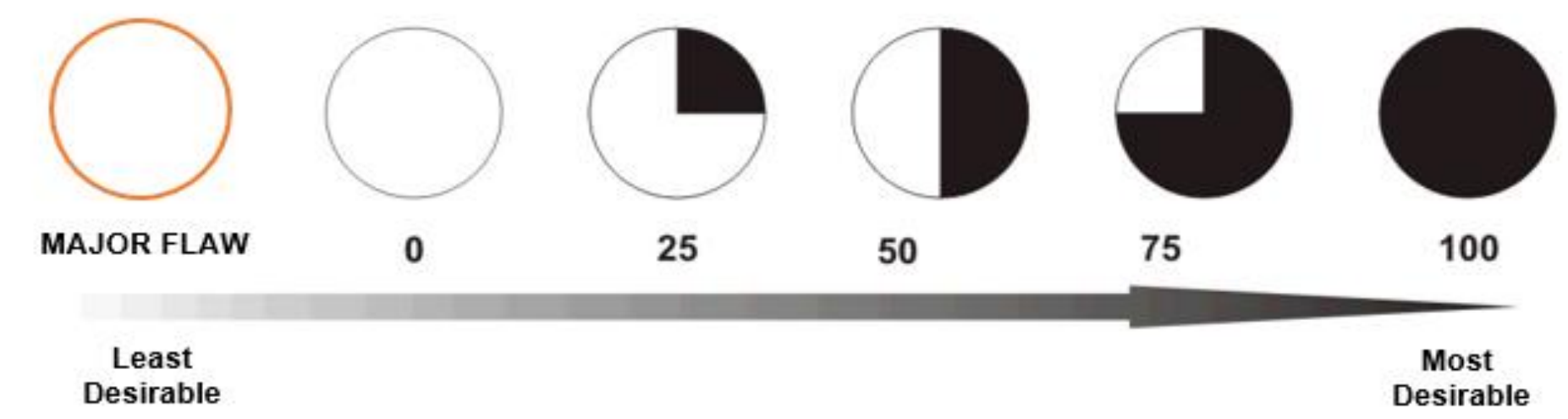
Transportation	Land Use Planning Objectives	Natural Environment	Social Environment
MAJOR FLAW (0)	MAJOR FLAW (0)	100 (Solid Black)	75 (3/4 Black)
Cultural Environment	Economic Environment	First Nation & Indigenous Communities	Other
100 (Solid Black)	50 (Half Black)	100 (Solid Black)	100 (Solid Black)

Not recommended due to inconsistencies with provincial and local land use planning objectives and its inability to address the problem and opportunity statement.

- Would not accommodate future traffic volume in the City of Brantford or improve capacity of the transportation network.
- Inconsistent with the 2019 Growth Plan for the Greater Golden Horseshoe for future land use in the City of Brantford including growth within Designated Greenfield Areas.
- Does not address existing and planned land uses in the City's Official Plan.

6a

Alternative 6A – Combination of Alternatives 2 to 6



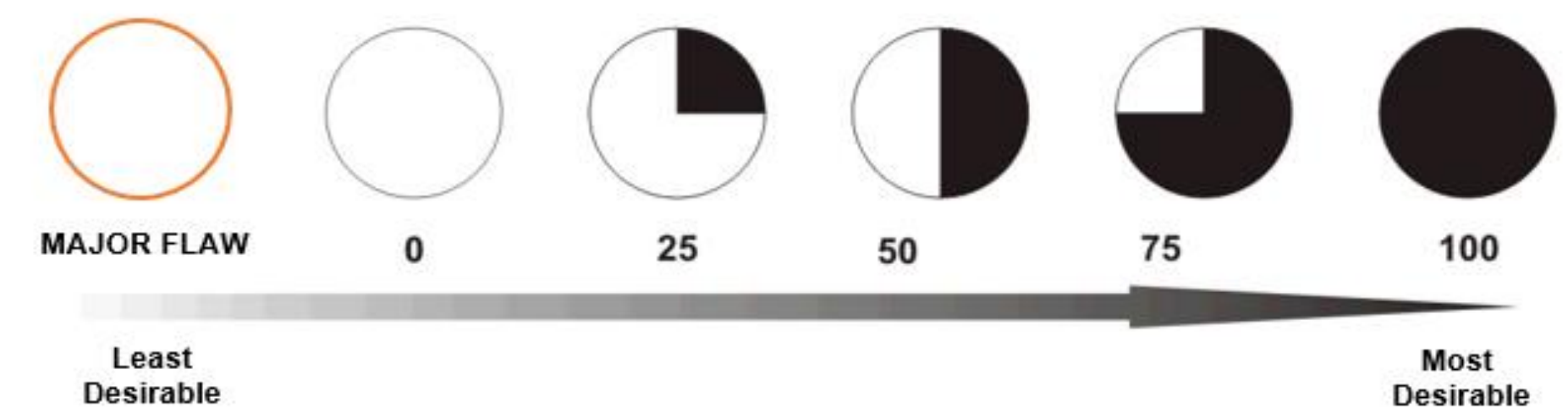
Transportation	Land Use Planning Objectives	Natural Environment	Social Environment
Cultural Environment	Economic Environment	First Nation & Indigenous Communities	Other

Not recommended due to inconsistencies with provincial and local land use planning objectives and its inability to address the problem and opportunity statement.

- Similar to the score for Alternatives 4 and 5, does not adequately accommodate future traffic volume in the City or improve capacity of the transportation network.
- Somewhat addresses provincial policy objectives but is inconsistent with the 2019 Growth Plan for the Greater Golden Horseshoe for future land use in the City of Brantford.

7

Alternative 7 – Construct New Roadway Crossing of the Grand River



Transportation	Land Use Planning Objectives	Natural Environment	Social Environment
●	●	⦿	⦿
Cultural Environment	Economic Environment	First Nation & Indigenous Communities	Other
○	◐	⦿	⦿

Recommended. Best addresses the Problem and Opportunity Statement for addressing travel demand associated with population and employment growth in the City, providing additional roadway capacity and reducing travel times between West Brantford (West Brant), Northwest Brantford and Highway 403.

- Best accommodates existing and future traffic volumes in the City and provides new and improved connections to existing and future roads.
- Supports development of an active transportation network to connect residential, institutional, commercial and industrial areas as per the City’s planning policies.
- Provides facilities that support transit use in the City with improved connections for buses.
- Expected to result in impacts to lands or bodies of water within the Haldimand Tract and, specifically, to the Grand River and requires mitigation of impacts to the natural, social and cultural environments.

SELECTION OF PREFERRED ALTERNATIVE SOLUTION

Based on the detailed evaluation of Alternative Solutions against the evaluation criteria and Problem and Opportunity Statement, **Alternative 7, New Roadway Crossing of the Grand River** is recommended to move into Phase 3 of the EA process where alternative design concepts and further mitigation measures will be developed.

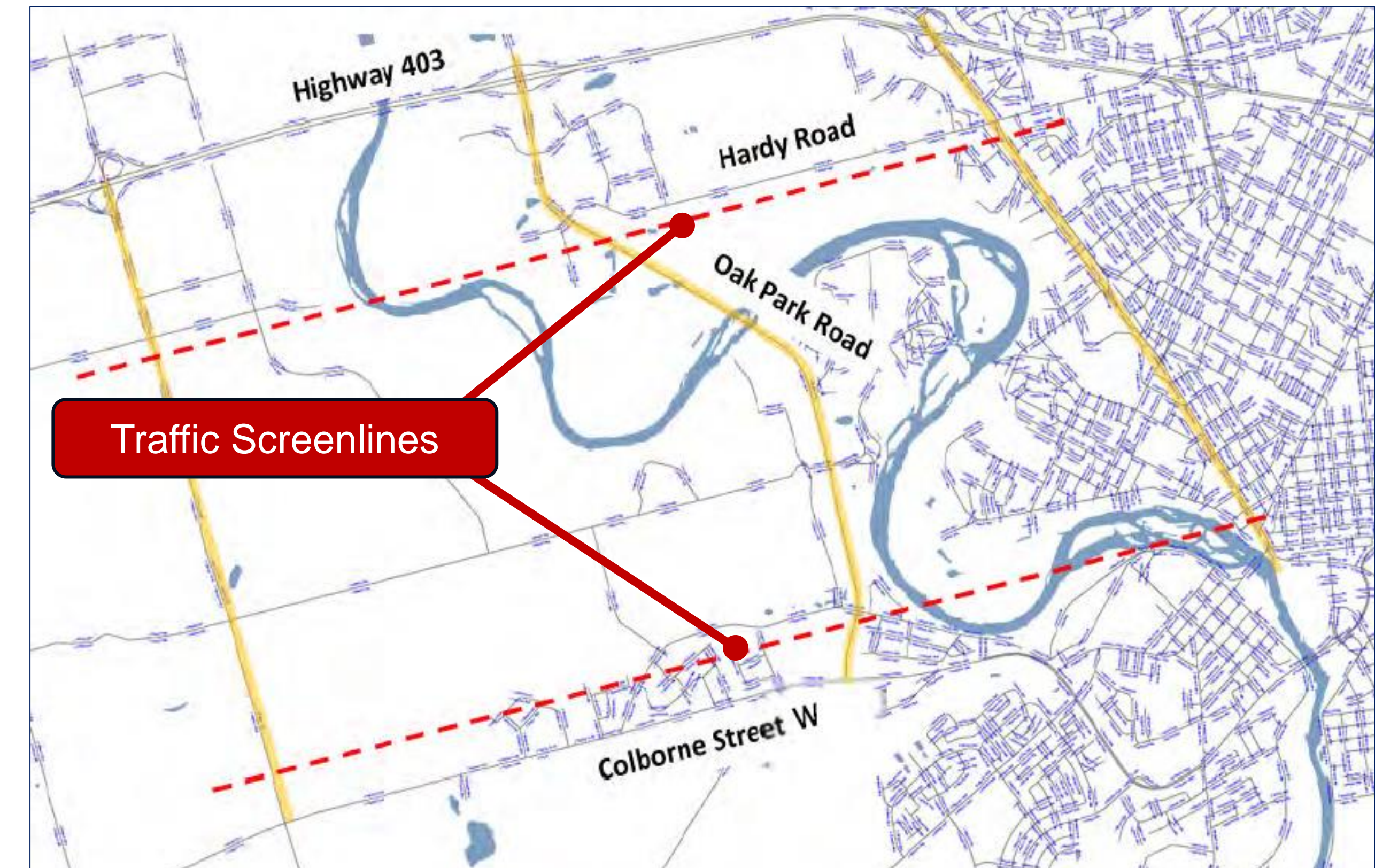
It is also recommended to incorporate Active Transportation, Transit and TDM per Alternative 2 since these would align with the City's multi-modal objectives for transportation.



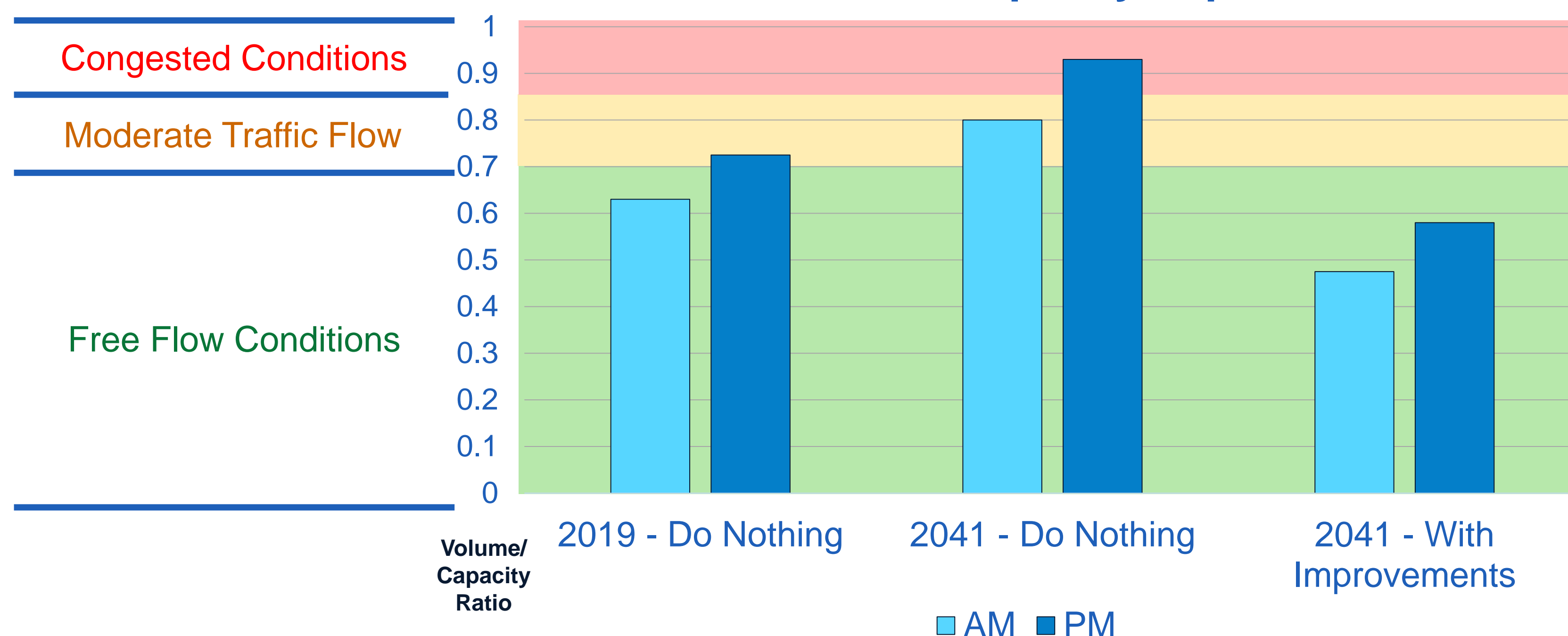
SELECTION OF PREFERRED ALTERNATIVE SOLUTION

A combined approach offers greater transportation capacity improvements compared with an infrastructure only scenario.

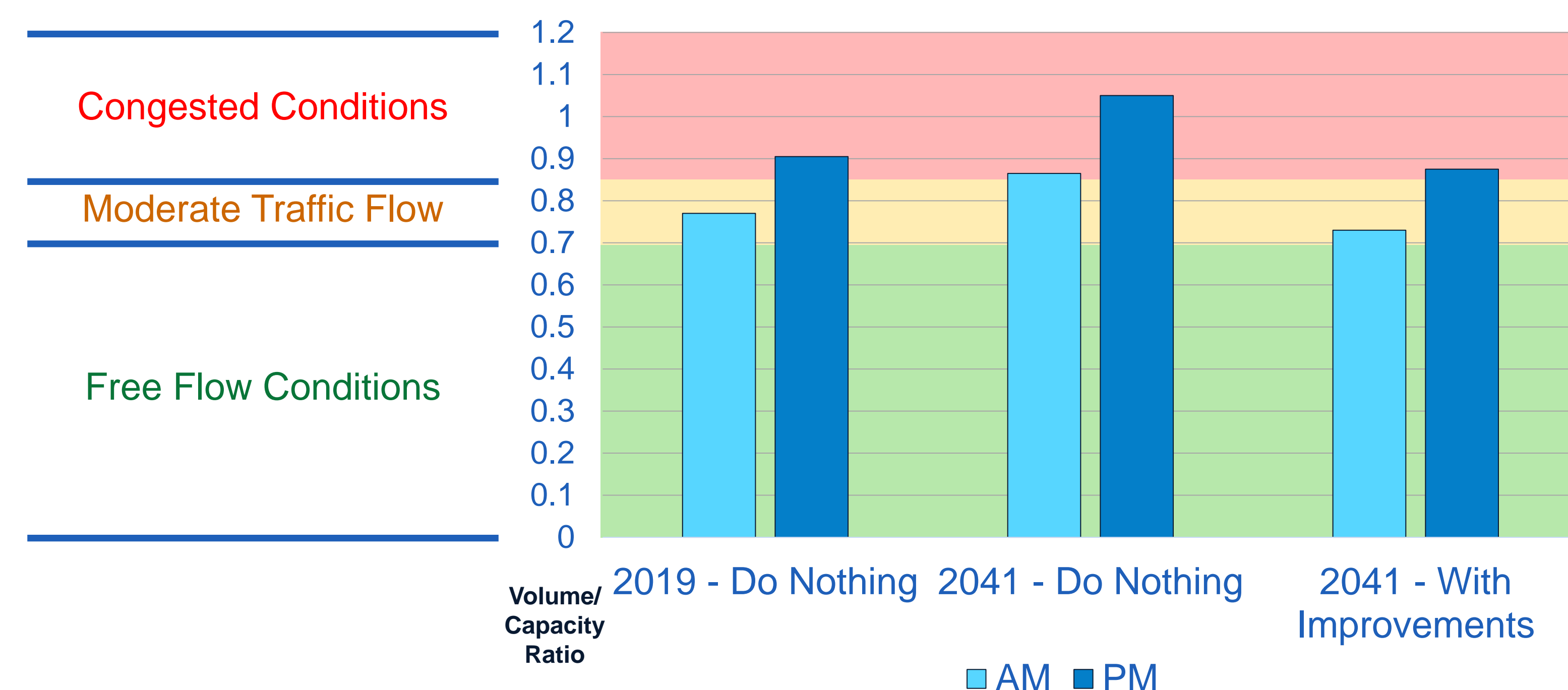
- A two-lane per direction (4-lane road) extension of Oak Park Road resolves all the traffic capacity deficiency issues at the screenline level (shown in red).
- Corridor level conditions are improved, although the Paris Road and Brant Avenue corridors still show over capacity conditions during the afternoon (PM) peak hour in both directions.
- Vehicle Hours Travelled (VHT) are reduced by approximately 21%- 23% in 2041, for the West Brant area, as compared to a “do-nothing” scenario.
- Vehicle Kilometres Travelled (VKT) across the local transportation network, are reduced by approximately 4%-6%.



Screenline Level Capacity Improvements



Brant Avenue - North of Colborne St W

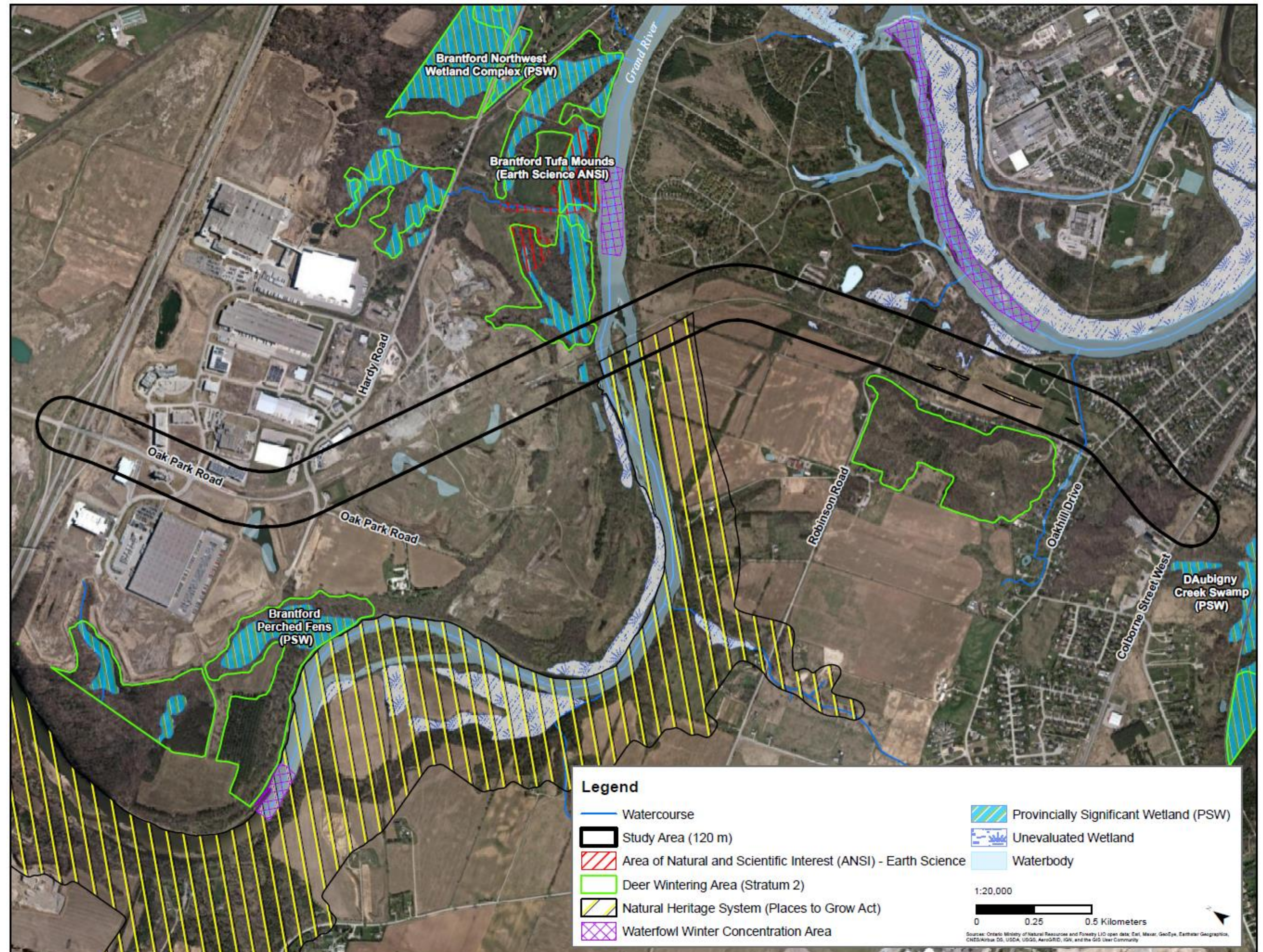


MITIGATION MEASURES FOR PREFERRED SOLUTION

Mitigation measures for the Preferred Alternative Solution have been developed a preliminary level and will be detailed further in Phase 3 of the EA process for the development of Alternative Design Concepts for the Preferred Solution.

Natural Environment:

- Due to fragmentation of wildlife habitat, **wildlife passages and linkages** will be considered to minimize the risk of road mortality, particularly where there are naturalized areas on both sides of the corridor.
- Wildlife exclusion fencing and animal crossing signage may be installed in areas where wetlands and woodlands are present, including areas surrounding **deer winter congregation areas**.
- If **mid-span piers are required for the new bridge crossing**, the large mid-channel island could provide an opportunity to place support piers outside the normal wetted channel of the Grand River and avoid permanent impacts to the riverbed and limit the potential for impacts to fish habitat.



MITIGATION MEASURES FOR PREFERRED SOLUTION

Natural Environment (Continued):

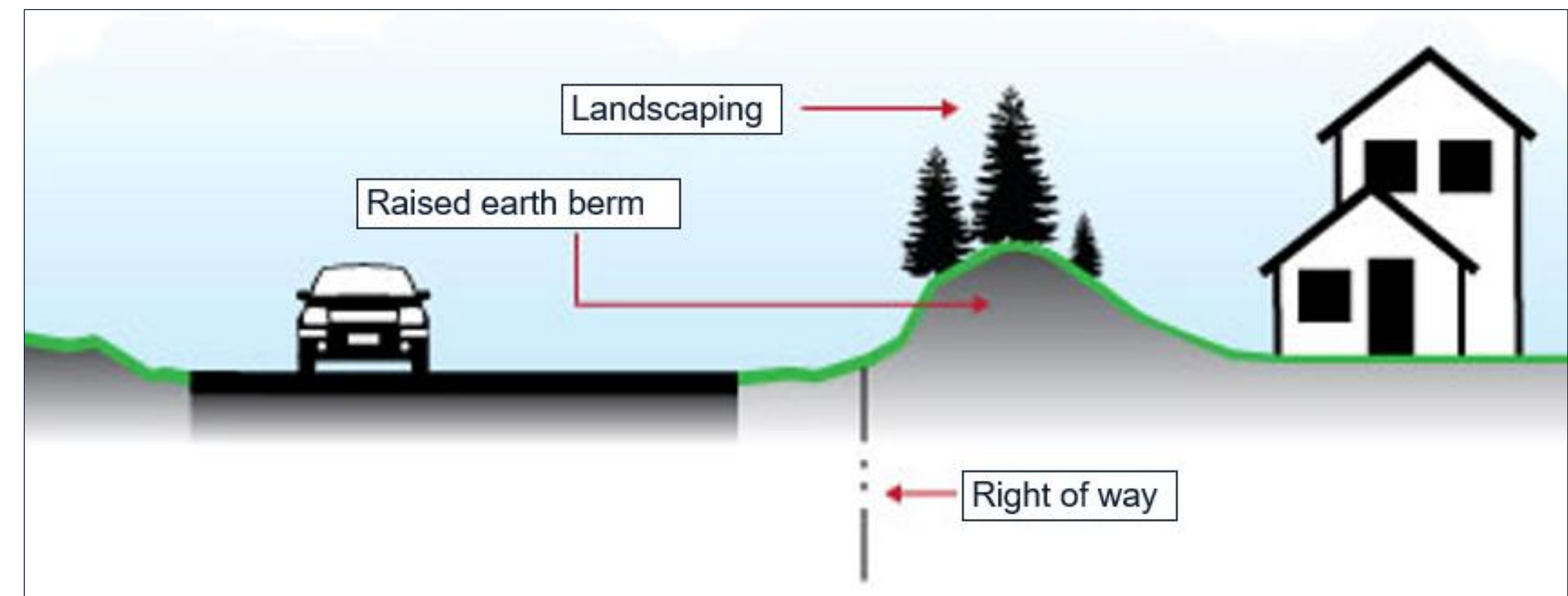
- Opportunities for the enhancement and preservation of existing natural habitats will be identified and included in recommendations.
- The need for terrestrial and aquatic habitat offsets for impacted areas, as well as tree loss compensation will be reviewed and identified.
- Climate Change impacts will be considered and potential mitigation and offsets, through additional tree plantings (carbon capture), efficient use of materials and stormwater management features (sustainability) and other measures will be considered.
- Identification of the use and promotion of existing local plantings, with a focus on pollinator species and promoting Monarch habitat in open meadow communities.



MITIGATION MEASURES FOR PREFERRED SOLUTION

Social and Cultural Environment:

- Alternative design concepts will seek to avoid unintended negative impacts to identified Built Heritage Resources and Cultural Heritage Landscapes, including the Oakhill Cemetery.
- Alternative design concepts will make use of buffer zones and use of landscaped berms or noise walls to minimize or mitigate potential light, noise and visual impacts.
- The MHSTCI Criteria for Evaluating Marine Archaeological Potential checklist will be considered to determine whether in-water piers in the Grand River (if needed) are within an area considered to have marine archaeological potential.



MITIGATION MEASURES FOR PREFERRED SOLUTION

Archaeological Potential:

- There are 117 previously registered archaeological sites located within one kilometer of the Study Area.
- Parts of the Study Area have been identified as exhibiting archaeological potential and will require a Stage 2 assessment (test pits at strategic locations) during Phase 3 of the EA process to confirm if further, more exhaustive archaeological investigations is needed.
- Two sites within 20 metres and one site within the Study Area retain Cultural Heritage Value or Interest (CHVI) and require Stage 3 Site-Specific assessments.

Preliminary Archaeological Potential (Stage 1 Investigation)



MITIGATION MEASURES FOR PREFERRED SOLUTION

Noise and Air Quality:

- Further noise analysis for the design alternatives will be undertaken in Phase 3 of the EA.
- It is anticipated that for any identified noise impacts, noise mitigation measures would be proposed (e.g., landscaped berms, noise walls).
- Operational vibration is not anticipated to be significant.
- The reduction in overall Vehicle Kilometers Travelled for the local area is anticipated to help improve area air quality.
- Additional mitigation measures in limited locations may help achieve applicable Air Quality criteria if they are not already exceeded by existing ambient air quality conditions (e.g., tree planting, material selection)

Transportation:

- Alternative designs will consider the inclusion of active transportation facilities alongside the new roadway with connections to existing trails.
- Impacts to the existing trail system would be offset with replacement in lieu to maintain and enhance the trail system through natural areas.
- Impacts to the broader transportation network including Colbourne Street West will be considered, including the potential for improvements associated with an extension of Oak Park Road.
- The use of roundabouts at either end of the new roadway will be considered.



PHASE 3 OF THE ENVIRONMENTAL ASSESSMENT PROCESS

The Project will be proceeding to Phase 3 of the Environmental Assessment Process where Alternative Design Concepts will be prepared for the preferred solution. The Alternatives will consider various options to implement an extension of Oak Park Road.

Alternative Design concepts and their associated impacts and mitigation measures will be developed and presented for public review at **Public Information Centre #3**, tentatively planned for early Summer 2021.



NEXT STEPS

Following virtual Public Information Centre #2, the Project Team will:

- Review and address public comments received and consider them in the development of Alternative Designs;
- Complete further detailed inventory of the natural, social and economic environment;
- Hold follow-up meetings with technical advisory committees and project stakeholders;
- Develop the Alternative Design Concepts for the preferred solution; and
- Present the Alternative Design under consideration at **Public Information Centre #3**.

We value your input and encourage you to stay connected throughout the Environmental Assessment. You may request to be added to the project contact list to receive updates and future public notices by contacting the project team members at the address below. Please provide your comments by **April 21, 2021** by the sending them to either of the following project team members:

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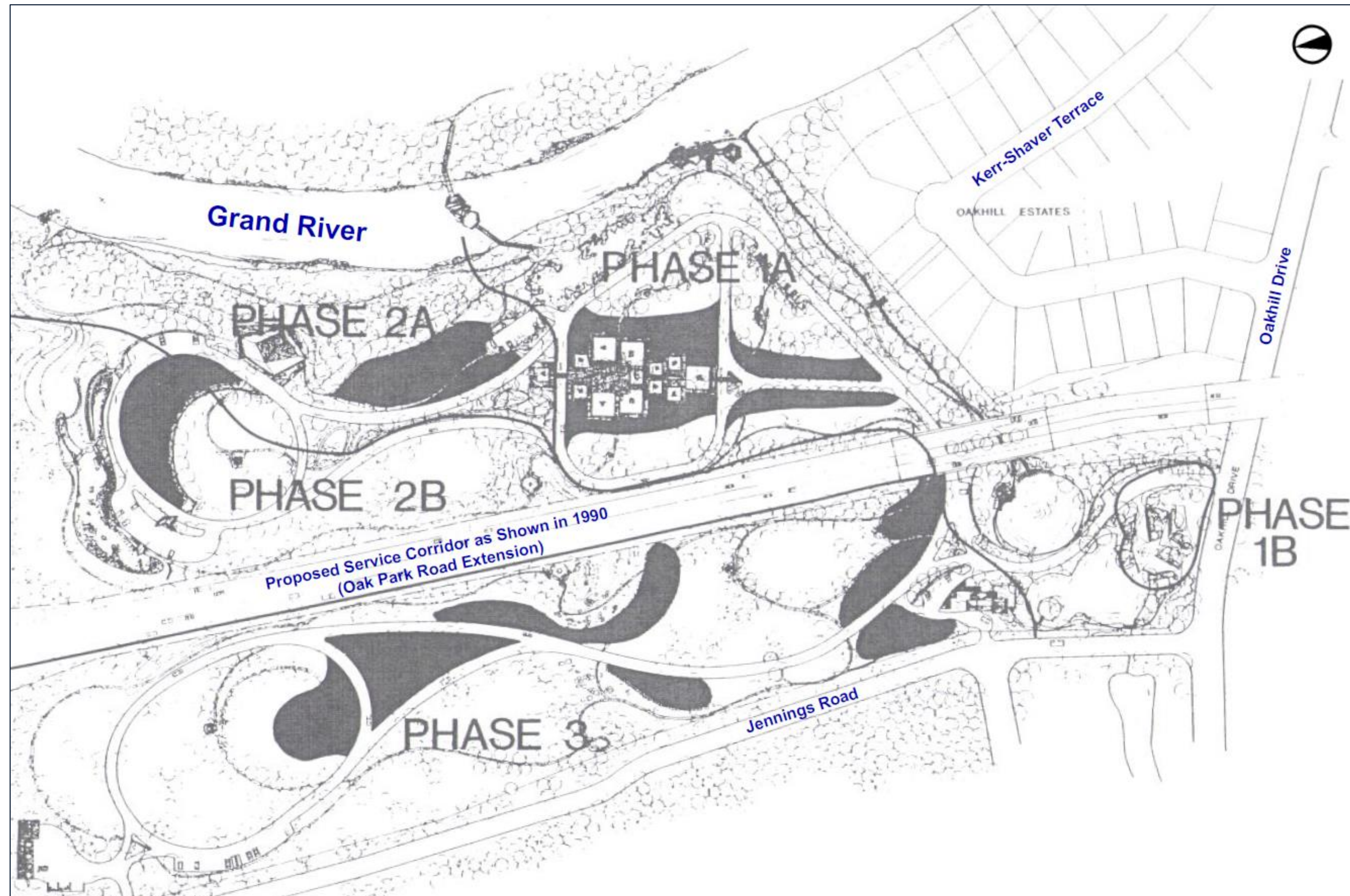
Tel: 519-340-1078

Email: OakParkRoadExt@brantford.ca

QUESTION AND ANSWER SESSION

BACKGROUND INFORMATION KEY RESPONSES TO FREQUENTLY ASKED QUESTIONS

What are the expected impacts to the Oakhill Cemetery?



Source: Master Plan Report for Oakhill Cemetery (March 1990)

What are the expected impacts to the Oakhill Cemetery?



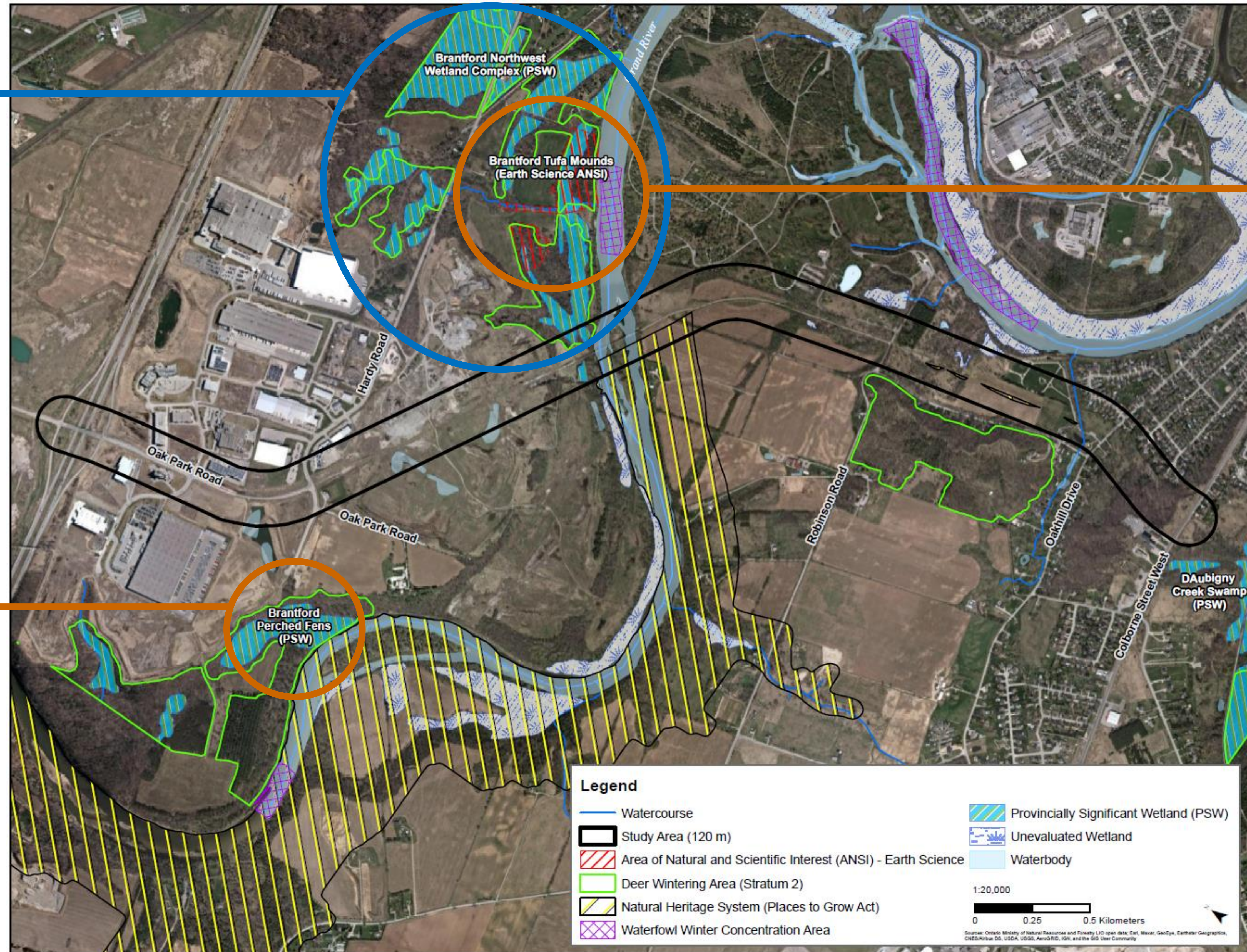
Existing Conditions

How specifically will the Tufa Mounds ANSI, perched fens and Davisville Swamp Provincially Significant Wetland in the area be protected?

Brantford Northwest Wetland Complex PSW (Davisville Swamp)

Brantford Tufa Mounds

Brantford Perched Fens



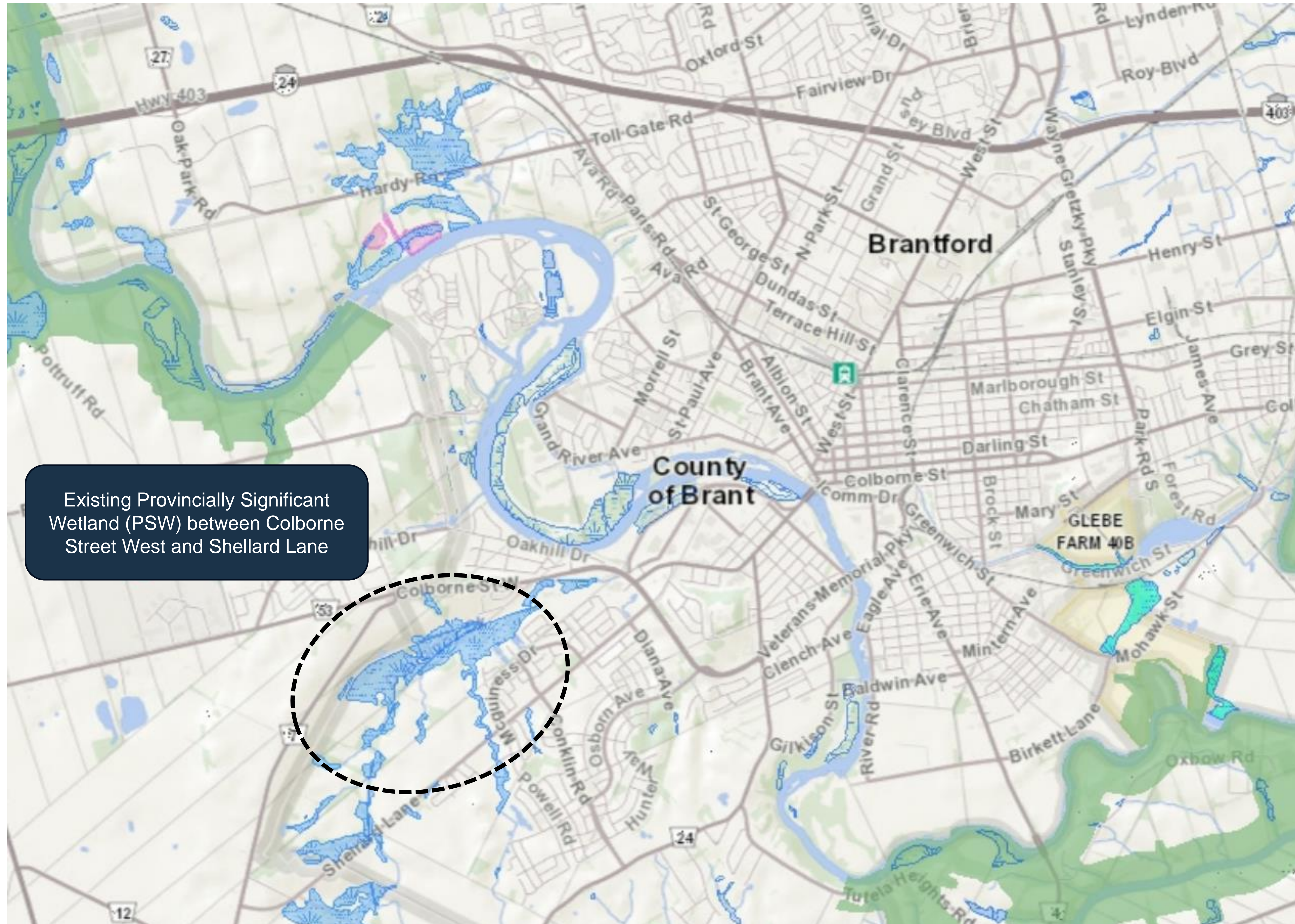
ARCHAEOLOGICAL POTENTIAL

The study area is known to include very high archaeological potential which will be subject to further investigation.

Preliminary Archaeological Potential (Stage 1 Investigation)



Is the City considering pushing this roadway further south and connecting with Shellard Lane?



Existing Provincially Significant Wetland (PSW) between Colborne Street West and Shellard Lane

Legend

- Assessment Parcel
- Woodland
- Conservation Reserve
- Provincial Park
- Natural Heritage System
- Ecoregion
- Wetland**
 - Provincially Significant Wetland Evaluated
 - Non - Provincially Significant Wetland Evaluated
 - Unevaluated Wetland
- Area of Natural Heritage & Scientific Interest (ANSI)**
 - Provincially Significant Life Science ANSI
 - Provincially Significant Earth Science ANSI
- Greenbelt Plan**
 - Boundary
 - Greenbelt External Connections
- Land Use Designations**
 - Protected Countryside
 - Greenbelt Towns and Villages
 - Greenbelt Hamlets
 - Urban River Valley
 - Greenbelt Specialty Crop Area
- Niagara Escarpment Plan (NEP)**
 - Boundary
 - Parks and Open Space System
 - Land Use Designations
 - Escarpment Natural Area
 - Escarpment Protection Area
 - Escarpment Rural Area
 - Mineral Resource Extraction Area
 - Escarpment Recreation Area
 - Urban Area
 - Minor Urban Centre
- Oak Ridges Moraine Conservation Plan (ORM)**
 - Boundary
 - Land Use Designations
 - Natural Core Area
 - Natural Linkage Area
 - Countryside Area
 - Rural Settlement
 - Palgrave Estates Residential Community
 - Settlement Area

Has the City engaged with Indigenous Communities as part of the project consultation process?

The City of Brantford has engaged with the Six Nations of the Grand River and Mississaugas of the Credit First Nation communities on this project.

Three (3) meetings have been held thus far with both representatives of the Six Nations of the Grand River and Mississaugas of the Credit First Nation.

The City has committed to regular meetings with representatives from both Six Nations of the Grand River and Mississaugas of the Credit First Nation throughout the course of the study to keep their respective communities updated on study progress and findings and has agreed to share all relevant technical reports with them for their review and their inputs.

Has the City considered an investigation into “Reversible Lanes” on Brant Avenue and the Veterans Memorial Parkway over the River?

While reversible lanes have been used in some contexts in other jurisdictions, they are neither feasible nor a solution for providing additional transportation network capacity and addressing requirements identified in the Problem and Opportunity Statement.

Reversible lanes are typically used when there are ideal geometric conditions and a disproportionate amount of traffic volume heading in one direction during peak periods that can justify a temporary increase in capacity. On Brant Avenue and Paris Road, there is a high frequency of side streets where left turn movement conflicts would be present and future traffic demand will be over capacity in both directions.

On Veterans Memorial Parkway, higher posted speed limits do not warrant reversible lanes and the two-lane approaches to the bridge over the Grand River are not compatible with reversible lanes where a minimum of 3 lanes are needed. The westbound on-ramp from Market Street would also need to be maintained on the bridge and could not be used as a reversible lane.

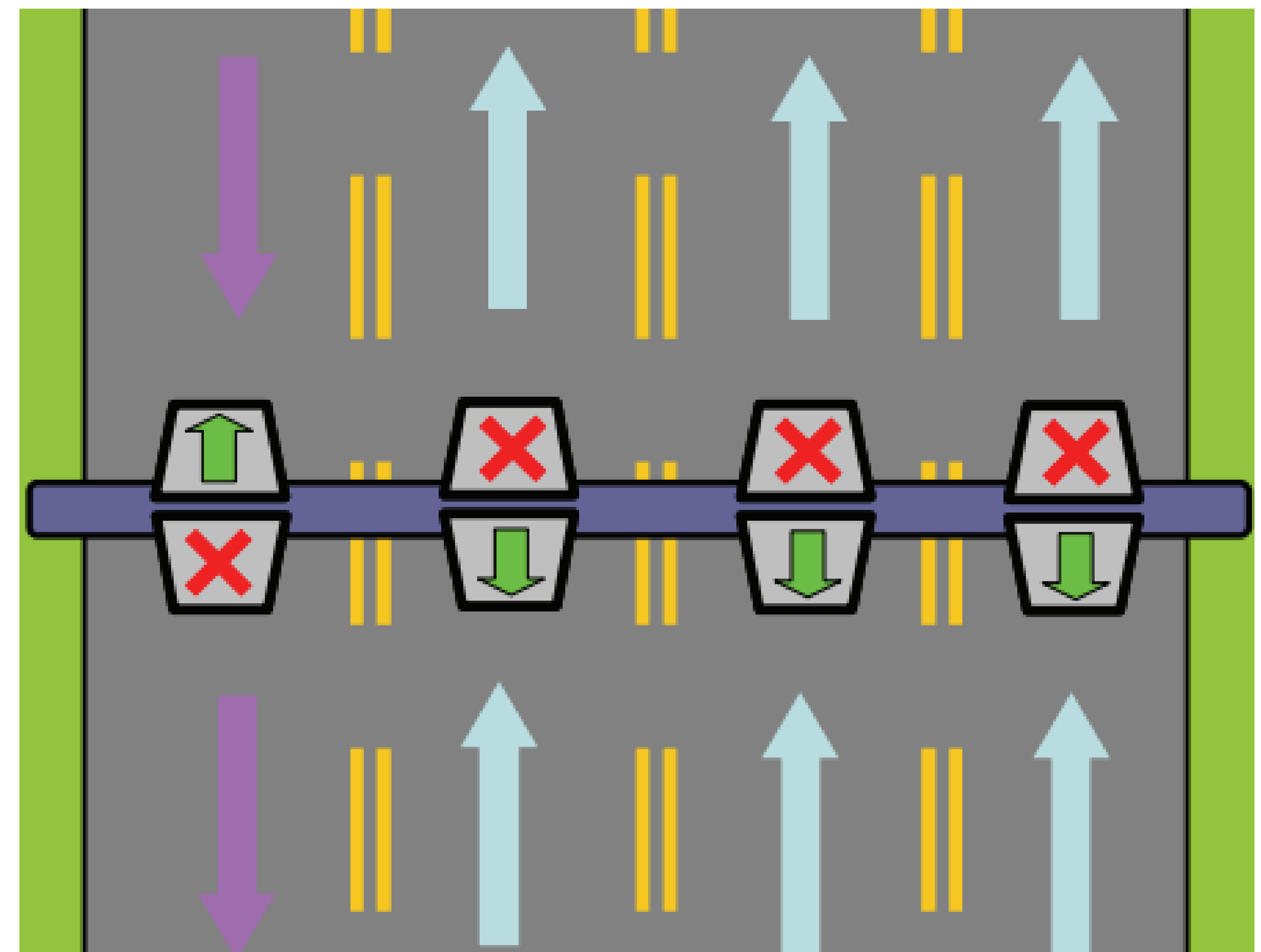


Image Source: TAC