



Chapter 1

Introduction

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1.1 STUDY BACKGROUND

The City of Brantford is poised for future growth; from an expanding industrial base to the continued growth of the education and retail sector, the community is showing signs of benefiting from its strategic location, within a one hour drive to the GTA, Hamilton, Kitchener-Waterloo, and Niagara. Recognizing that growth needs to be properly planned and managed, the City initiated a joint project to update their Transportation Master Plan and Official Plan through an integrated process, built upon a proactive public consultation program. At the same time, the City also undertook a Growth Management Study to identify future approaches to managing longer term growth demands in the community. Together, these initiatives provide the opportunity to address changing circumstances and directions in the community and to plan for the long-term.

In 2005, the City of Brantford completed its first Community Strategic Plan, developed through a consultative process, seeking input from a broad cross section of interests – the public, community organizations and agencies, City staff and residents throughout the City.

The Strategic Plan provides a high level direction for the future of the community characterized by four key goals, describing the results the City wants to achieve. These goals include:

- Economic Vitality and Innovation
- High Quality of Life and Caring for All Citizens
- Managed Growth and Environmental Leadership
- Excellence in Governance and Municipal Management

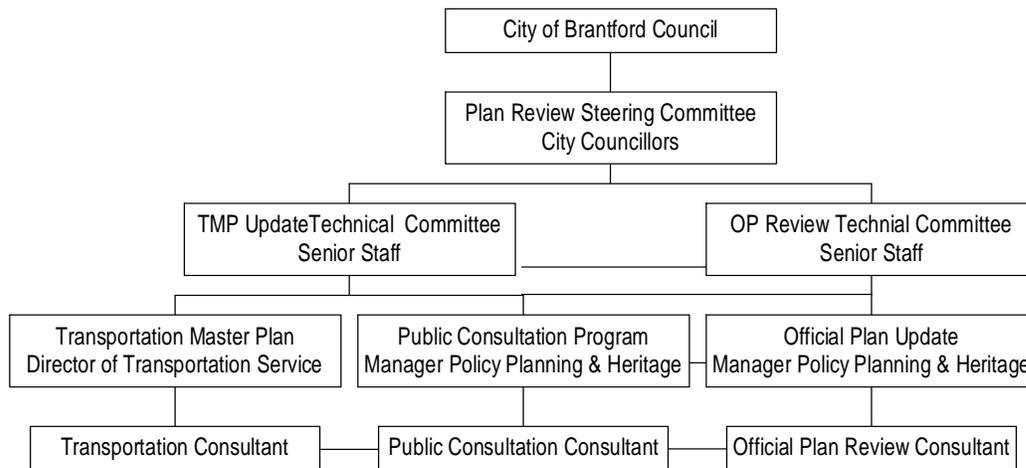
While all of these goals can have a linkage to the quality of the transportation system in the community, the goal of “Managed growth and environmental leadership” provides the context and framework for the completion of the Transportation Master Plan Update. The following four key long-term desired outcomes, define the future vision of how “managed growth and environmental leadership” will be achieved within the Community:

- Brantford will be known as a city that manages growth wisely, makes optimum use of its infrastructure, and is a leader in infill and brownfields redevelopment
- Brantford will be supported by well-developed and maintained transportation and servicing infrastructure (including roads, sidewalks, bicycle paths, trails, the airport, water and sewer systems, waste management, electricity distribution and telecommunications)
- Brantford will be well-served by quality local and inter-regional public transportation systems
- Brantford’s natural and built heritage will be protected and enhanced

1.2 STUDY DIRECTION

The Transportation Master Plan Terms of Reference established a Plan Review Steering Committee to provide oversight of the study, liaise with City of Brantford Council, approve the study public consultation process, and review / approve the study work plan and deliverables. Figure 1.1 illustrates the project organization chart for the two concurrent studies and the integrated Public Consultation Program.

Figure 1.1 – Study Organization Chart



Source: Terms of Reference

The Plan Review Steering Committee was made up of senior staff in the City, 6 members of City Council, a representative from Brant County, and one representative from Six Nations. Members of the Plan Review Steering Committee were:

Councillor J. Starkey	Chair
Mayor M. Hancock	Member
Councillor M. Ceschi-Smith	Member
Councillor R. Carpenter	Member
Councillor G. Martin	Member
Councillor S. Lancaster	Member
Councillor L. Kings	Member

C. Compeau	County of Brant
D. Cole / N. Qureshi	Six Nations

W. Wood	- General Manager, Engineering & Operational Services
S. Lawson	- Deputy General Manager, Engineering & Operational Services
R. Loukes	- Director of Transportation & Transportation Plan Project Manager
T. Salisbury	- General Manager, Community Development Services
D. Radford	- Deputy General Manager, Community Development Services
M. Reniers	- Planning Department & Official Plan Project Manager
T. Givens	- Planning Department

The Steering Committee met 9 times of the course of the study. Minutes of the Steering Committee meetings can be found in Appendix C.

A technical committee was also established to review interim deliverables, provide operational input, and assist in guiding the study. Technical committee members were comprised of City staff members from various departments, the Ministry of Transportation, Ministry of Municipal Affairs. The Technical membership included:

R. Loukes	- Director of Transportation & Study Project Manager
R. Smith	- Traffic Engineering Department
M. Spicer	- Transit Operations
J. Amodeo	- Engineering Department
M. Sincalir	- Parks and Recreation Department
S. Sager	- Brantford Tourism
R. Farrell	- Housing Department
D. Radford	- Community Development Services
M. Reniers	- Planning Department & Official Plan Project Manager
T. Givens	- Planning Department
E. Boyd	- Ministry of Municipal Affairs & Housing
N. D'Alessandro	- Ministry of Transportation

The study team would like to gratefully acknowledge the input and comments received from the members of both of these committees.

1.3 STUDY APPROACH

Within the above framework, the Transportation Master Plan Update has undertaken a review of the transportation needs of Brantford for the next 25 years, based on updated forecasts of future growth, changes to transportation patterns and infrastructure, and the community goals as expressed in the Strategic Plan.

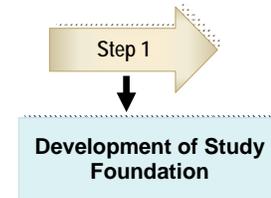
The Transportation Master Plan has been undertaken at the same time as the Official Plan Review, allowing for an integrated approach to planning for future growth in the City. Although these concurrent projects have produced separate stand alone reports, the workplan has been integrated and joint oversight and guidance has been provided by the joint Steering Committee and Technical Committee meetings. An integrated Public Consultation process has been used to communicate with the public about these studies to ensure that the related concepts of growth and transportation are presented and discussed in a logical manner.

It is important to note that the Transportation Master Plan has been undertaken as an update to the previously approved 1997 Transportation Study. The intent of this Transportation Master Plan Update has been to integrate new information on growth and travel patterns to review and update the previous transportation strategy and recommended projects as required. Thus, the previous study findings have served as a basis for consideration of transportation needs for the next 25 years.

The Transportation Master Plan Update was completed using a four phase process, designed to comply with the requirements of the Municipal Class Environmental Assessment process.

1.3.1 The Development of a Study Foundation

The development of a study foundation was the first step in the process, where the team identified the strengths and deficiencies in the existing transportation network and review progress made in implementing the recommendations identified in the previous Transportation Master Plan.



The workplan for this phase included:

Data Collection - A significant amount of background data collection was undertaken, and some is still ongoing through the City's participation in the Transportation Tomorrow Survey – a GTA wide travel survey being run by the province. Traffic counts were obtained from the City at key signalized intersections, and an extensive cordon count program was completed.

Transportation Model Development - A transportation model of the City was developed to assess the transportation impacts and benefits associated with changes to land use, transportation choices, and new infrastructure alternatives within the City. This model was based on the previous model developed as part of the 1997 study, and has been updated with new base information that incorporates demographic changes that have occurred in the City since 1997. The model was also expanded to include portions of Brant County that are adjacent to the City of Brantford, and contribute to the traffic flows on City roads.

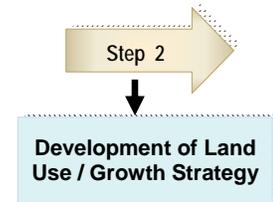
Public Attitude Survey – A random telephone survey of approximately 400 Brantford residents in the fall of 2005 asked a series of questions about growth and transportation. The results of this survey were used to provide a snapshot of the transportation perspective of Brantford residents travel habits and their attitudes towards alternative modes of transportation. A series of questions were included to examine what motivates residents to make the transportation choices they do, and what measures could be used to encourage changes on a personal level. This information has been used extensively in the development of an updated Transportation Strategy for the City.

Public Consultation – The first of three Planned Public Information Centres was held during this stage to solicit input on the residents vision of a liveability city, and how transportation can support that vision.

Chapter 2 of this report, entitled “*A Solid Foundation for Growth*”, provides a summary of the technical work undertaken as part of Step 1 activities.

1.3.2 Transportation Impacts Associated with Strategic Land Use Planning

This phase of the study was closely integrated with the Official Plan Review and the Province’s new “Places to Grow” legislation, affecting land use and growth planning for the entire Golden Horseshoe Area. At our first Public Consultation Centre the study team solicited and received a lot of feedback from the public on their ideas on what makes Brantford liveable, and how to protect and enhance that as the City grows in the future.



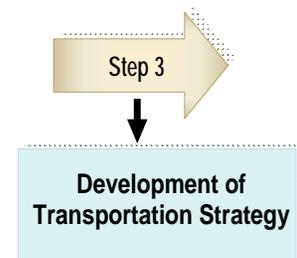
Land Use Assessment - This phase of the project undertook an assessment of current land use patterns, based on the existing Official Plan, and alternative land use patterns, based on the “Places to Grow” objectives. Broad policies and growth forecasts were used to develop estimates of future population and employment allocations throughout 47 different areas / neighbourhoods that make up the City of Brantford. These areas are also referred to as traffic zones. Using the transportation model, forecasts of future transportation patterns were developed for the different growth scenarios to provide insight into the need for future transportation improvements.

Public Consultation – A workshop with residents and downtown stakeholders was held during this phase of the project to discuss land use and intensification within the context of the City of Brantford, and begin the process towards the development of an overall transportation strategy for the City. The workshop also focussed on approaches to addressing downtown transportation issues.

Chapter 3 of this report, entitled “*The Land Use-Transportation Connection*”, provides a summary of the technical work undertaken as part of Step 2 activities.

1.3.3 Developing and Testing Alternative Transportation Strategies

The development and assessment of alternative transportation strategies to address transportation needs and opportunities was the third step in the process. This step used the preferred growth scenario as a starting point, and examined alternative strategies to address the role that transit, cycling, walking, transportation demand management, and roads can play in meeting future travel needs of Brantford residents. Each strategy was assessed in terms of its general effectiveness, implementation issues and opportunities, and alignment with strategic goals of the City.



Transportation Strategy Assessment - This phase of the project undertook a review of current programs and infrastructure within the City of Brantford and assessed the role of Walking, Cycling, Transit, Road Improvements and Transportation Demand Management in serving current travel needs. Research on best practices from other jurisdictions was undertaken, and these experiences were combined with input received on the attitudes of Brantford residents to assess opportunities to encourage a more sustainable

transportation strategy for the City. Alternative approaches were developed, ranging from a Status Quo to an aggressive approach, and input was solicited from the public and agencies to assist in the development of future transportation strategy.

Public Consultation - Public Consultation Centre #2 was held during this phase of the study to obtain feedback on transportation strategy alternatives from the public. A separate downtown workshop was also held to obtain input on the proposed transportation strategies from the perspective of downtown stakeholders. Based on comments received at both events, a recommended transportation strategy was developed for the City.

Chapter 4 of this report, entitled “*Transportation Strategies to Support Growth*”, provides a summary of the technical work undertaken as part of Step 3 activities.

1.3.4 The Development of the Transportation Master Plan Update

This final phase of the project used the input received from the public, combined with the results of the technical work program to develop the infrastructure and policy recommendations to guide the City as it grows over the next 25 years.



Infrastructure Plans and Policies– Updated infrastructure plans were developed for the road network improvements and walking / cycling trails in the City using an assessment process in accordance with the Environmental Assessment process. Recommendations and policies were developed for the transit system, downtown transportation improvements, truck routes, and Transportation Demand Management programs.

Implementation Strategy – An implementation strategy was developed to prioritize improvements and guide the implementation of the necessary transportation policies. Additional studies or projects required to implement the recommendations were identified and prioritized, along with the development of a multi-year capital program forecast.

Public Consultation – The final Public Consultation Centre was held during this phase of the study to present the recommendations of the study to the community, agencies, and other stakeholders and obtain feedback on the recommendations. Input received has been incorporated where possible to reflect the comments received.

Chapter 5 of this report, entitled “*Transportation Master Plan Update*”, provides a summary of the recommended transportation improvements to guide the City as it grows over the next 25 years. Chapter 6 of the report, entitled “*Implementation & Monitoring*” provides a recommended implementation plan that prioritizes infrastructure investments required today and in the 5 year (2011), 10 year (2016), and long term (2021 and beyond) horizons. Capital investment requirements are identified for each period, and the policy initiatives required to support and implement the recommendations are outlined, along with recommendations for plan monitoring and review. These two chapters summarize the technical work undertaken as part of Step 4 activities.

1.4 PREVIOUS TRANSPORTATION STUDIES

The City of Brantford has undertaken a number of transportation studies over the past 15 years. The following studies have provided input to the development of this Transportation Master Plan Update

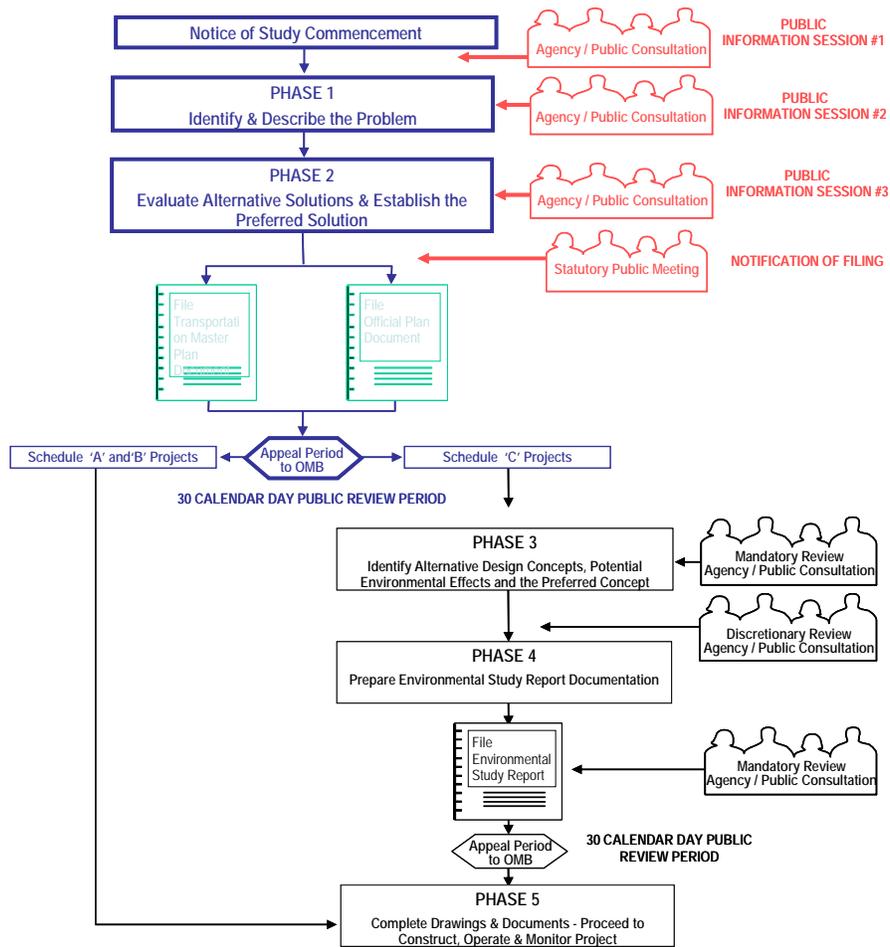
- City of Brantford Transportation Master Plan, 1997
- Transportation Impact Study for Northwest Industrial Area, 2005
- Transportation Impact Study Garden Avenue Interchange, 2004
- Staff Report: Functional Planning Study, Clarence Street Corridor, 2004
- Downtown Parking Study, 2004
- Multi-use Trail/Bikeway Design and Implementation Plan, 2000
- Brantford Transit Route Review 2003
- Parks and Recreation Master Plan, 2003
- Traffic Calming Policy, 2005
- City of Brantford Truck Route Study, 1991

1.5 THE CLASS ENVIRONMENTAL ASSESSMENT PROCESS

As discussed previously, the Transportation Master Plan Update was completed using a four step process, designed to comply with the requirements of the Municipal Class Environmental Assessment process. Step 1 established the strengths and deficiencies in the existing transportation network. Step 2 examined the transportation impacts associated with alternative land use and growth scenarios that were developed as part of the Official Plan Review. These two steps were undertaken as part of Phase 1 of the Environmental Assessment Process, which identifies and describes the problem or opportunity.

Step 3 of the study process developed a series of alternative transportation strategies and assessed their ability to accommodate future mobility needs in the City while supporting continued growth, and Step 4 incorporated all of this previous work into a series of infrastructure plans and policies and identified an implementation program to guide the City forward for the next 25 years. These final two steps were undertaken to satisfy the requirements for Phase 2 of the Environmental Assessment Process, which identifies and evaluates alternative solutions to address the problem or opportunity and establishes the preferred solution. Figure 1.2 illustrates the Environmental Assessment Process for Master Planning Projects in the Province of Ontario.

Figure 1.2 - Environmental Assessment Process – Master Plans



The subsequent three phases of the Environmental Assessment Process are undertaken as follow up studies for those projects identified a Schedule C projects. These studies require additional environmental investigation and the development and evaluation of design alternatives, which is beyond the scope of a system wide Master Plan to address. The City will proceed with any required Schedule C studies as part of the implementation of specific projects recommended as part of this Transportation Master Plan.

1.6 PUBLIC CONSULTATION PROGRAM

The City recognizes that the choices the community makes today with respect to growth and development and long-term needs for transportation infrastructure will shape the community for years to come. A key factor influencing the development of the Transportation Master Plan Update and the Official Plan Review is the input that has been received from the various stakeholders and the general public on how growth should be accommodated in Brantford; how to intensify neighbourhoods while protecting the character of the community; how to revitalize and build a vibrant downtown; and how to plan for an efficient transportation system to both foster and support growth.

The formal public consultation program for these two projects has been integrated, under the banner of “Shaping a Liveable Community”. A substantial amount of public and external agency consultation was undertaken during the course of this study through newsletters, e-mails, letters, kitchen table discussion guides and a series of formal meetings to gather valuable public input and present components of both the Transportation Master Plan Update and the Official Plan Review. Three formal public consultation centres have been held throughout the study, along with two specific workshop sessions organized to discuss issues and opportunities at key points in the study.

As part of the initial outreach and research, a Public Attitude Survey was undertaken in late October / early November 2005 to gauge public opinion with respect to their level of satisfaction with their transportation system, barriers and opportunities to encourage use of alternative modes of travel, and key issues on how to manage future growth in the community. A random sample of approximately 403 residents of the City were asked a series of 16 questions about how they travel around the City, what motivates their transportation choices, and the general effectiveness of different strategies in affecting their travel choices. Given the sample size, the results of the survey are considered accurate within +/-5%, based on a confidence level of 95% (19 times out of 20). A summary report of the findings of the survey is provided in **Appendix B – Public Attitude Survey Report**.

1.6.1 Public Consultation Centre 1 – October 6, 2005

The first of a series of three public meetings was held at the Brantford Civic Centre on October 6, 2005 from 4:30 to 8:00 p.m. The purpose of the first Public Consultation Centre was to introduce these studies and obtain public input on issues and opportunities and future aspirations about their City and the kind of community they would like to see. Information was presented through a number of stations where City Staff and Project Team members provided information and sought input.

The meeting was advertised in the newspaper and in the Civic News and a letter of invitation was sent to over 100 community stakeholders. Over 70 people attended the Public Consultation Centre. A report summarizing the workshop results and key issues / comments raised is included in Appendix A – Public Consultation Program.

1.6.2 Public Stakeholder Workshop 1 – January 28, 2006

The workshop held on January 28, 2006 provided the opportunity for residents to share their ideas on managing growth, incorporating intensification into their neighbourhoods, and on the development of a transportation strategy to accommodate future growth. The workshop provided the opportunity to discuss a number of important themes and to learn from a diverse cross-section of City stakeholders. The workshops were advertised in the newspaper and in the Civic News and a letter of invitation was sent to over 100 community stakeholders. Over 35 people participated in the workshop. The participants are commended for their high level of enthusiasm and responses to discussion questions.

Participants were grouped in four discussion tables to ensure lots of opportunity for discussion and learning from the various viewpoints. The workshop was organized to include presentations on the Official Plan Review followed a discussion about the

transportation system and strategies. These presentations set the context for the discussion which was directed around three key topics, including:

- Intensification of Neighbourhoods
- Building a Vibrant Downtown, and
- Planning Transportation Infrastructure

A report summarizing the workshop results and key issues / comments raised is included in Appendix A – Public Consultation Program.

1.6.3 Public Stakeholder Workshop 2– May 10, 2006

A second stakeholder workshop, held on May 10, 2006 from 5 to 8:30 p.m. at the Sanderson Centre, focused on how land use and transportation strategies can support the revitalization of the downtown. Stakeholders were invited to participate in this discussion through letters to a comprehensive list of stakeholders and through newspaper advertisements and advertisements in the Civic News. Over 40 people attended and participated in an interactive discussion. The first part of the discussion provided the opportunity for each individual in the room to provide a comment an observation, challenge or comment about transportation in the downtown. The facilitated portion of the workshop asked participants to answer three key questions related to transportation and the downtown:

- Developing a Transportation Strategy that reflects the needs for the downtown now and in the future
- The role of the downtown street system
- How can transportation contribute to a more liveable downtown?

A report summarizing the workshop results and key issues / comments raised is included in Appendix A – Public Consultation Program.

1.6.4 Public Consultation Centre 2 – May 31, 2006

The second of a series of three public meetings was held on May 31, 2006 from 4:00 to 8:30 p.m. at the Doug Snooks Eagle Place Community Centre, where similar topics were discussed on a City wide basis. The meeting was advertised in the newspaper and in the Civic News and a letter of invitation was sent to over 100 community stakeholders. Over 35 people attended the Public Consultation Centre. Information was presented through a number of stations where City Staff and Project Team members provided information and sought input. This was followed by presentations and a facilitated discussion.

A report summarizing the workshop results and key issues / comments raised is included in Appendix A – Public Consultation Program.

1.6.5 Public Consultation Centre 3 – September 19, 2006

A third and final public consultation session was held on September 19th, 2006 from 4:00 to 8:30 p.m. at the T.B. Costain/SC Johnson Community Centre, where the recommended Transportation Plan and Official Plan Amendment were presented to the community. The meeting was advertised in the newspaper and in the Civic News and a letter of invitation was sent to over 100 community stakeholders. Over 40 people attended the Public

Consultation Centre. The meeting was organized with an informal open house from 4:00 to 6:30 where City Staff and Project Team members provided information and sought input. This was followed by presentations and a facilitated discussion. Participants were provided with a comment form to further share their views.

A report summarizing the workshop results and key issues / comments raised is included in Appendix A – Public Consultation Program.

1.6.6 Notice of Study Completion - 30 Day Public Review

The Notice of Study Completion was posted in the Brantford Civic News and the local newspapers on December 4, 2006, beginning of the 30 Day Public Review period for the final draft Transportation Master Plan Update report. Copies of the final draft report were placed in the local libraries and at City Hall for review by interested members of the public. Copies of the reports were also placed on the City website.

During the 30 day review period comments were received from one member of the public and a group of property owners along Brant Avenue. Comments were also received from various agencies including the Ministry of Transportation, Ministry of Natural Resources, Indian and native Affairs Canada, Grand River Conservation Authority, and local stakeholder groups such as the Downtown Business Improvement Association and the Multi-use Trail/Bikeway Committee. A summary of the comments received and our response to the comments are included in Table 1.1. Where feasible, many of the comments, such as those from the Multi-use Trail/Bikeway Committee, and the Ministry of Transportation have been incorporated into the final Transportation Master Plan. Other comments, primarily those dealing with project specific affects, have been noted for follow-up and action during subsequent detailed Environmental Assessment Studies to be undertaken by the City in the future.

Table 1.1 - Summary of Comments – 30 Day Public Review Period

Agency / Group	Comment	Response
Downtown BIA	THAT the BIA Board of Management is in full support of the recommendations in the Transportation Master Plan and THAT the BIA Board of Management recommends that the Downtown Master Plan, when completed, contain an implementation strategy for the Downtown Transportation Plan.	Downtown Master Plan will include additional work to refine / implement Downtown Transportation Plan.
Multi-use Trail/Bikeway Committee	Numerous detailed comments about individual routes / segments of recommended Walking / Cycling Plan – letter dated December 5, 2006	Updated Walking and Cycling Trail Plan provided in final report and in Schedule 5-3 of Official Plan. The majority of the recommended changes were adopted.
Resident of Forest Road	Opposed to BSAR extension through the Glebe Lands. Feels that the evaluation should use a weighted evaluation system that provides a higher weighting to the affects on residential neighbourhoods affected by the roadway to incorporate the impact on quality of life, air pollution, impact on Mohawk Park. Feels that a 4 lane ring road on the West end of the City that would link to Southwest development area.	<p>Weighted evaluation systems can be used, but the relative weighting of the individual criteria is also subject to interpretation depending on who you talk to. Given that many of the criteria are evaluated from a network wide perspective, it is also important to remember that negative affects on one neighbourhood may be offset by positive affects in other neighbourhoods that are currently experiencing, or forecast to experience, the negative effects of traffic infiltration. As the author noted, residents along Clarence St. would be one example where some residents would experience a significant benefit of the proposed connection. On a network basis the Hybrid Alternative reduces overall traffic infiltration on a City wide basis by 22%, providing positive benefits for many residential neighbourhoods. The potential affects on the local neighbourhoods, the noise created by the new roadway, and the visual impacts of the proposed route were acknowledged during the evaluation, although many of these affects can be minimized or mitigated during the detailed route planning and design for the new facility. For example, vegetative screening and plantings can reduce adverse visual affects, noise barrier or berms can mitigate increased noise, and the route planning can further review the actual route to minimize affects on existing neighbourhoods. A separate EA Study, with full public consultation, would be required to address these details before implementation could proceed.</p> <p>The suggested ring road to the west of the City is also a key improvement in the recommended network plan, with the 4 lane, Oak Park Road extension recommended for implementation between 2017 and 2021. While this is expected to provide some benefits to Wayne Gretzky Parkway and other roadways in the East side the combination of the two improvements are required to address longer term travel demands in the City.</p>
Indian and Northern Affairs Canada – Claims Branch	Letter Dated December 15, 2006 – Currently no Comprehensive Claims within City of Brantford.	No response.

Agency / Group	Comment	Response
Grand River Conservation Authority	<p>Are specifically interested in the following projects:</p> <ul style="list-style-type: none"> • BSAR Extension • Henry Street Widening • Oak Park Road Extension • Shellard Lane Widening • Existing BSAR Widening • Wayne Gretzky Parkway Widening <p>Want to be consulted during future Schedule C EA Studies for these projects affecting watercourse crossings. City will need to apply for Permit for approval to construct any alterations to a watercourse including bridges and culverts.</p>	<p>Conservation Authority will be contacted during subsequent EA projects to determine requirements for specific projects.</p>
Indian and Northern Affairs Canada – Environmental Unit	<p>No concerns expressed. Stressed need to contact aboriginal groups at the start of projects.</p>	<p>Six Nations were contacted at the start up of the TMP and participated in the project on the Steering Committee. Six Nations will be contacted and will be invited to participate in subsequent Schedule C projects resulting from this Master Plan.</p>
Ministry of Natural Resources	<p>Some of the identified Schedule C projects are proposed for areas where significant natural heritage features occur. Please ensure Ministry receives notice for these projects once the EA process commences. The Ministry has no significant concerns with the identified Schedule B projects, which will be approved to proceed upon completion of this study. Please provide a map showing identified Schedule B and C projects as well as Multi-use trail network, and provide copy of final report.</p>	<p>The evaluation of alternative networks identified projects where there is potential affects on natural heritage features. Opportunities to avoid or mitigate impacts will be reviewed as part of the subsequent EA projects for specific projects. The Ministry of Natural Resources will be contacted at the initiation of these projects to provide an opportunity for review and participation at that time. A copy of the maps illustrating recommended projects (Schedule A, B and C) and the final TMP reports will be forwarded to the Ministry.</p>
Ministry of Transportation	<p>Note that access to Highway 24 for any new roadway connections (Alt 1,4, and 5-Hybrid Network) will require approval of the Ministry of Transportation.</p> <p>The proposed 4 lane Oak Park Road extension and widening of Oak Park Road could significantly increase the volume of traffic using the Highway 403 / Oak Park Road interchange. The report should note that</p>	<p>Notes regarding access to Highway 24 added as required in Final Report.</p> <p>The proposed 4 lane Oak Park Road extension and widening of Oak Park Road will add some traffic to the Highway 403 / Oak Park Road interchange and will also offer some future relief to other interchanges such as the Paris Road and King George Road interchange, which are currently used by residents in the west end of Brantford to access the Highway 403 corridor.</p> <p>The report has been modified to highlight that interchange improvements will be required to accommodate longer term growth and network improvements, and the costs for these interchange improvements have been included in the total network cost estimate.</p>

Agency / Group	Comment	Response
	interchange improvements including new/widened structure and ramp reconstruction may be required. Costs for interchange upgrades should be noted in the report.	
Brant Avenue Property Owners	50 individuals, representing 35 properties fronting Brant Avenue signed a petition opposing the removal of on-street parking along Brant Avenue due to concerns about impacts on existing commercial businesses.	City staff discussed the petition with the originator who indicated that a solution could be construction of off-street parking areas, however based on the geographic spread of responses(most are from Church to St James) it could be a challenge to find one central location that would be acceptable to all property owners. The City has committed to undertake further consultation with the area businesses prior to bringing forward any by-laws to implement the on-street parking restriction.