

Veterans Memorial Parkway

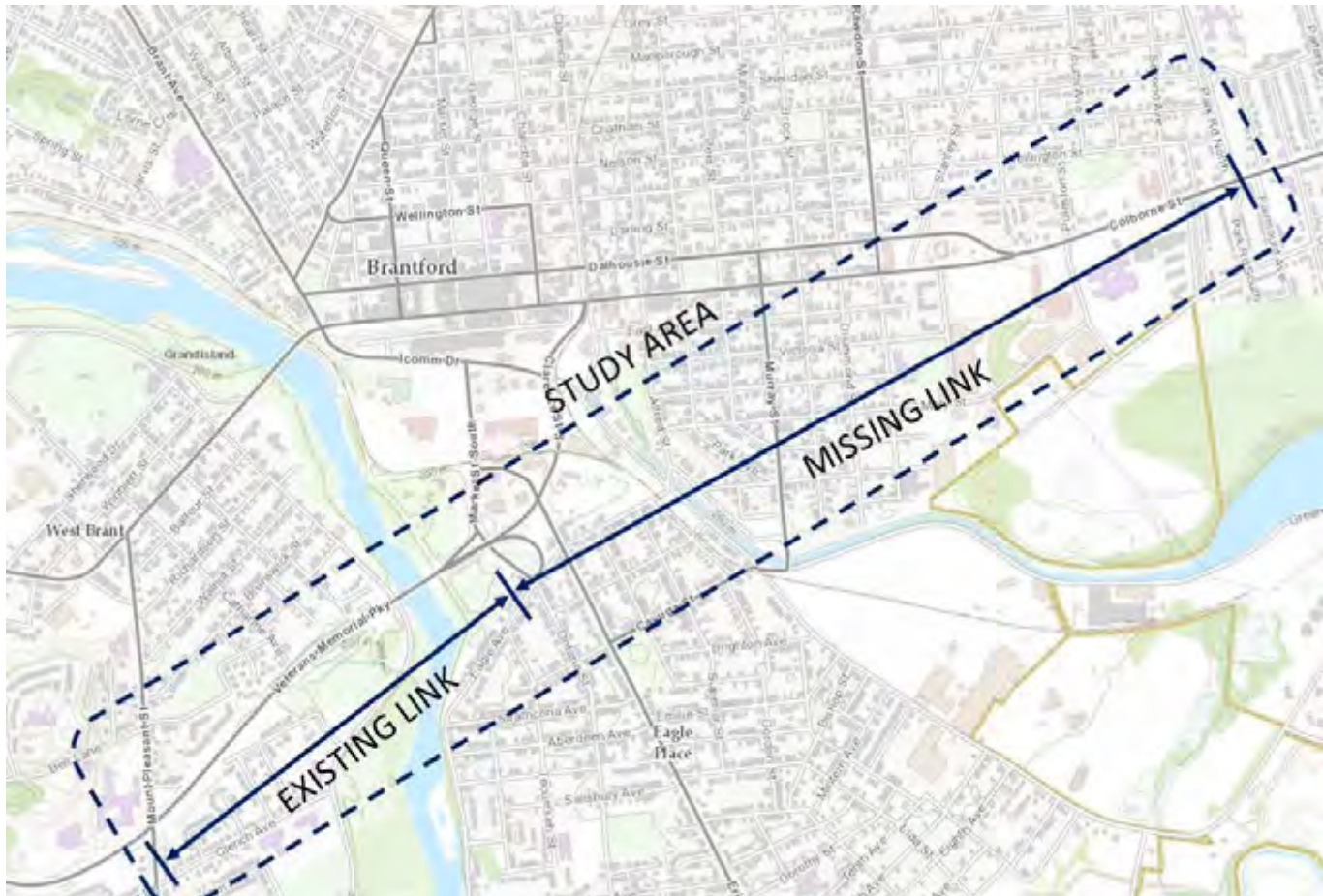
- Original BSAR Environmental Assessment (EA) completed in 1991
- Update necessary due to due to substantial changes since 1991 (e.g. land use, environment, road function, agreements, standards)



Veterans Memorial Parkway

- Need identified in 2014 TMP
 - Widen from Mount Pleasant Street to Market Street (current link)
 - Extend from Market Street to WGP (the missing link)
- Feasibility Study initiated in 2017 for both the potential widening and extension of Veterans Memorial Parkway (VMP)
 - A technical study: identify needs, challenges, opportunities, alternatives, and costs
 - Technical foundation to update the 1991 EA study

STUDY AREA



Alternative #1: BSAR (1991) Alignment

- The 1991 alignment would be considered the starting point for developing other alternatives. Therefore the BSAR alignment is included as an alternative #1.
- The function of the road will be different as additional intersections, multiuse trail, bike lands and a narrower right-of-way will be considered.
- The length of this alternative is approximately 4.2 kms.



Alternative #2: Mt Pleasant Street to Wayne Gretzky Parkway, south of Mohawk Canal

- Similar to the BSAR, this alignment connects to Wayne Gretzky Parkway on an alignment that is the same as the BSAR.
- Alternative 2 does not cross the Mohawk Canal until east of Rawdon Street.
- The alignment would make use of the Greenwich corridor between Eagle Street and Mohawk Street. The alignment would then pass through the Mohawk Lake District lands.
- The intent of this alternative alignment was to compare alternatives that are north and south of Mohawk Canal. The length of 2 is approximately 4.2 kms (same as alternative #1).



Alternative #3: Market Street to Colborne Street East

- This alternative would not intersect with Wayne Gretzky Parkway, but instead continue easterly until intersecting with Colborne Street between Linden Avenue and Garden Avenue.
- The purpose of this alternative is to compare Alternatives 1 & 2 (which end at Wayne Gretzky) with an alternative that ties back to Colborne Street further to the east.
- The alignment follows the south side of the existing private rail, Mohawk Road and then follows existing Hamilton Brantford Rail Trail up to Colborne Street.
- There are potential slope stability issues in the vicinity of Colborne Street.
- The overall length of the alternative is approximately 6.4 kms.



Alternative #4: Mohawk Park**

- This alternative would be a combination of Alternatives 3 and 2, where the alignment follows to the south of the rail and then swings to the north to tie into Wayne Gretzky.
- There are significant issues with this alternative if it is to be considered as the 400 m radius curve and the existing hydro towers are situated so that the alignment crosses Mohawk Lake.
- A roundabout was introduced into the alignment so that a more abrupt left turn could be included, however, the alignment is still constrained by the hydro towers and rail run-out track and crosses Mohawk Lake in a similar location.
- It was noted by Parks and Recreation that the proposed alignment would pass through a Savannah Oak area of Mohawk Park.

**** This alternative was not carried forward for any additional analysis or evaluation**

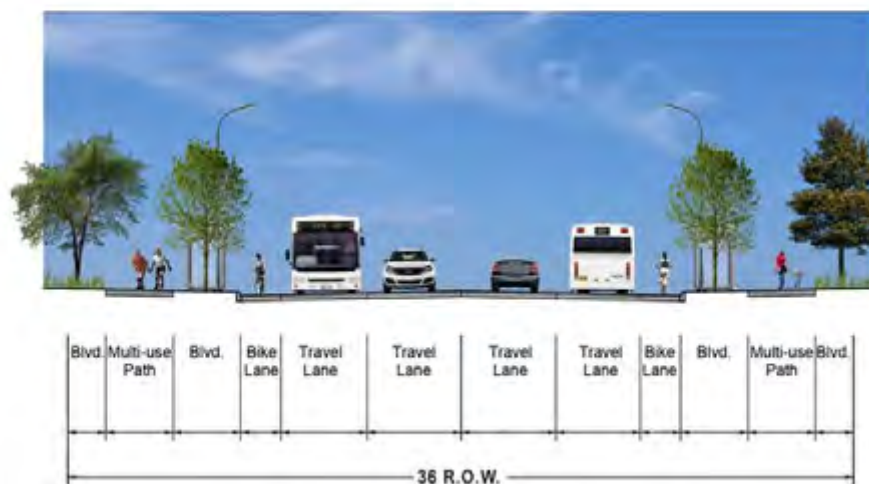
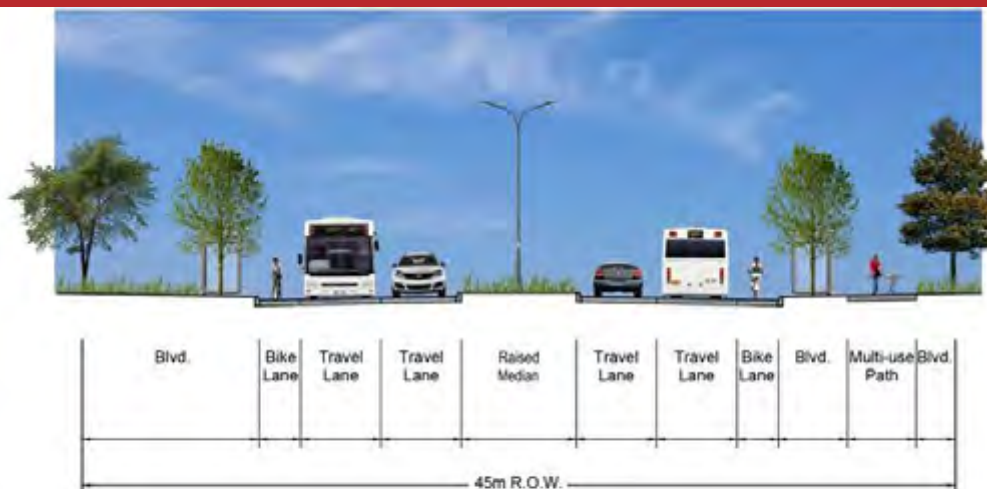


“Do Nothing” Alternative

County Road 18

- The Do Nothing Alternative represents the existing road network.
- The existing Veterans Memorial Parkway (VMP) is two lanes from Mt. Pleasant Street to Erie Street / Clarence Street with the continuity of VMP being to Clarence Street, which directs the traffic to / from the downtown, to / from the Colborne Street / Dalhousie Street one-way pair of roads.
- The default ‘south bypass’ of Brantford is Brant County Road 18. Brant County Road 18 is generally located over three kilometres away from VMP; it would not improve the overall transportation network when compared to an extension of VMP would attract.
- Do Nothing Alternative will be the basis for comparison of the alternatives.

Cross Section Concepts



Analysis

Summary of Comparative Analysis

	Do Nothing	Alt #1 (original alignment)	Alt #2 (South of Canal)	Alt #3 (East of WGP)
Transportation	4	1	2	3
Socio-Economic	1	2	4	4
Natural Environment	1	3	2	4
Engineering	1	2	3	4
Cost	1	2	3	4
Summary	3	1	2	4

Cost Estimate Summary by Alternative

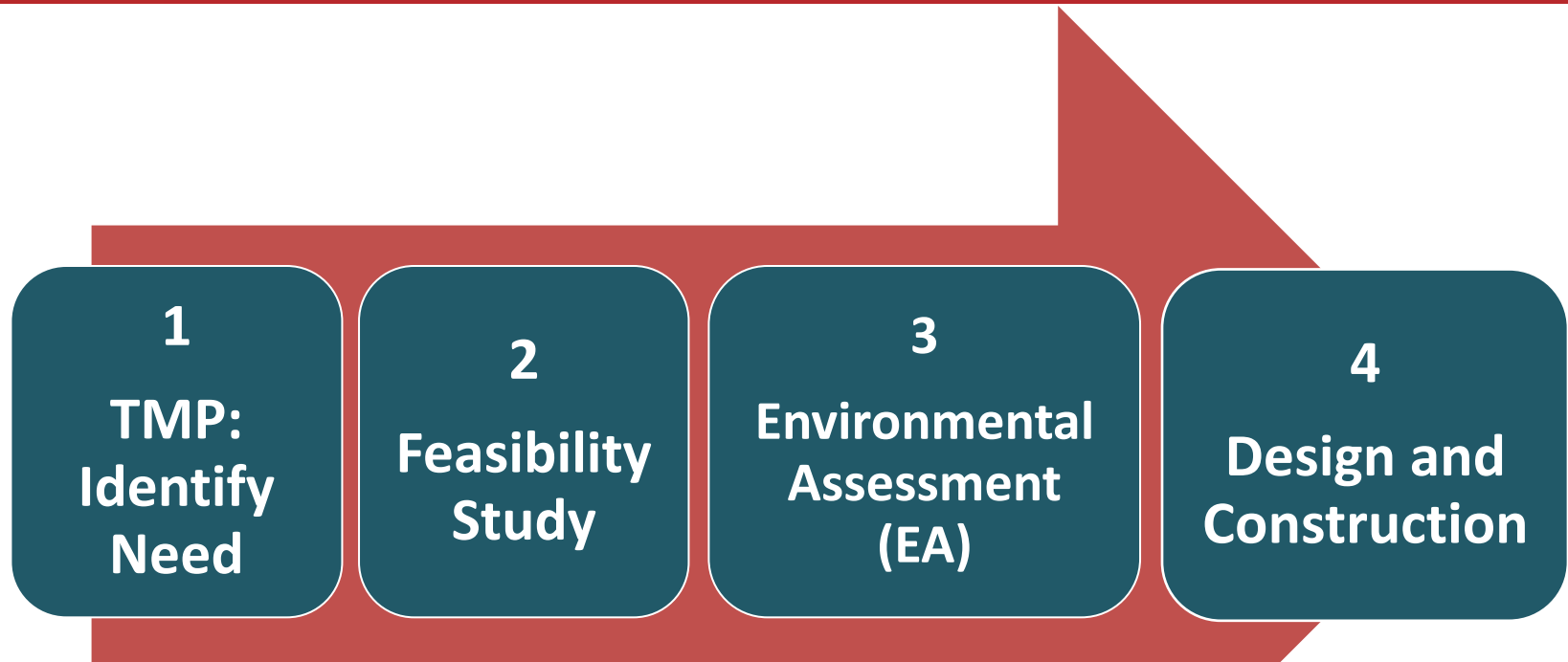
	Capital	Operating
Alternative #1 (4.2 km)	\$93.6 million*	\$132,880 per year
Alternative #2 (4.2 km)	\$89.4 million*	\$132,880 per year
Alternative #3 (6.4 km)	\$127.8 million*	\$197,730 per year

* Cost does not include property acquisition

Next Steps

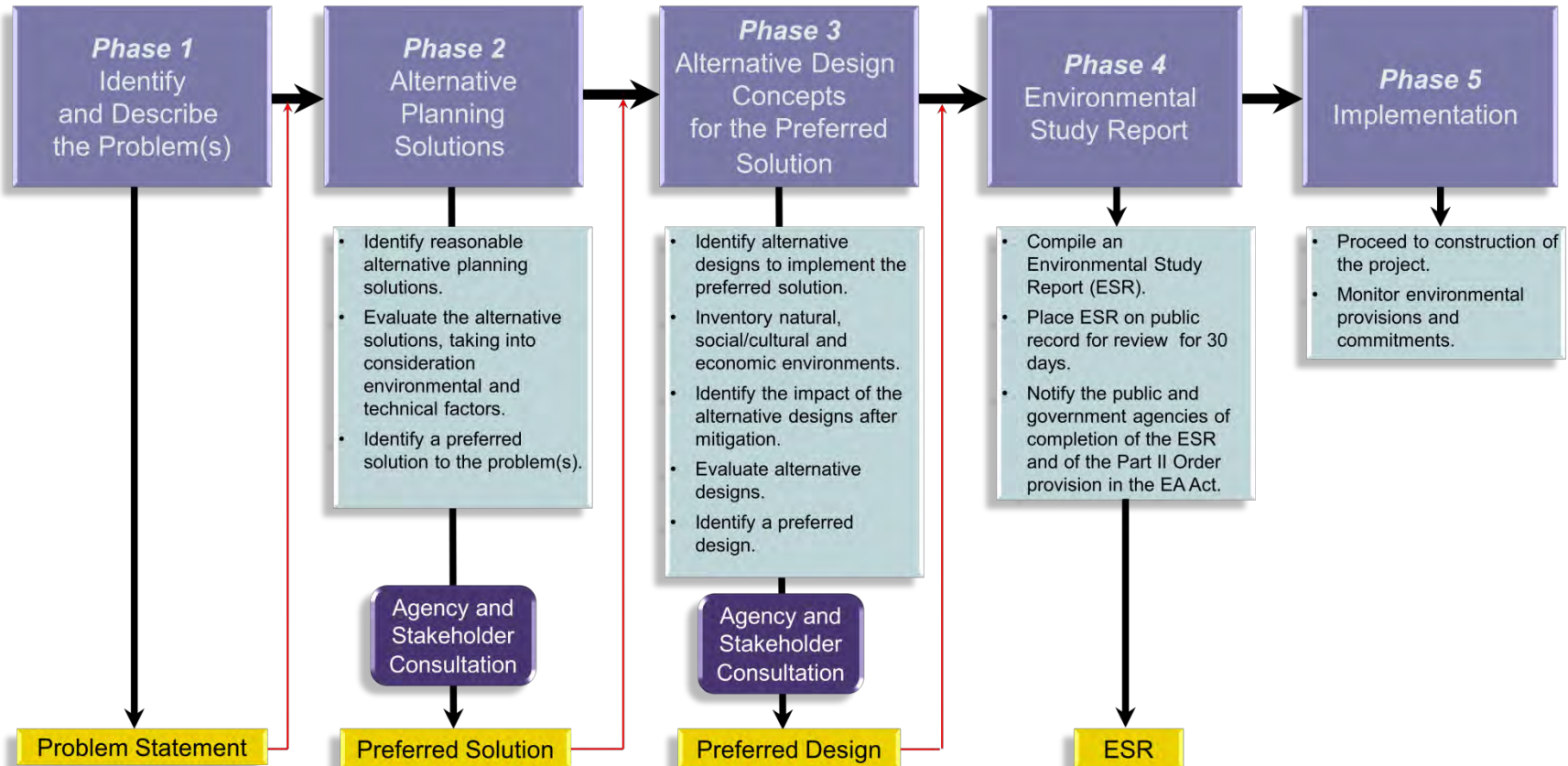
- The Feasibility Study determined that any alternative alignment that would improve traffic operation would require crossing Six Nations of the Grand River (SNGR) lands
- The cost estimates for all alternatives explored are considerably higher than what is budgeted in the 10 year capital plan
- The recommended next step is to complete the Transportation Master Plan (TMP) Update (currently underway) both with and without the VMP Extension
 - There will be a Public Meeting to discuss preliminary alternatives in the Fall of this year and another meeting to present preferred alternatives in early 2019
- The TMP update is expected to be completed in 2019

How A New Road Is Built



- Timing varies depending on project complexity, funding, and available resources;
 - (e.g. Shellard Lane project will have been 6 years from start of EA to completion in 2018)
- Public consultation in TMP and EA stages in the process

Municipal Class Environmental Assessment Process



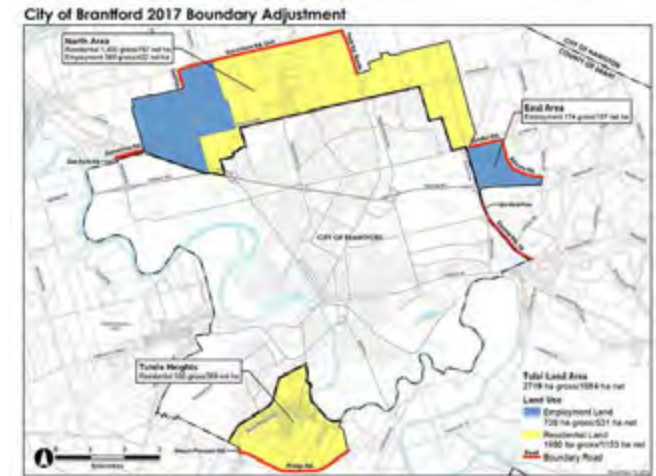
Transportation Master Plan (TMP)

TMP: Future planning

- Long-term needs for the city
- Feeds into the Official Plan (OP), determines how the city will grow

Brantford's TMP Update

- Last update in 2014
- 2017 Boundary Adjustment
- Concurrent updates (Official Plan, Transportation Master Plan, and Master Servicing Plan) initiated in 2017 to include new boundary



Oak Park Road Extension

- Need identified in 2014 TMP
- Connecting Residents to employment areas and Highway 403

➤ From Kramer's Way/Hardy Road to Colborne Street West



Oak Park Road Extension

- Feasibility study starting in 2018
 - A technical foundation prior to an EA study
- EA study to start in 2020
 - Will include public consultation
- Property acquisition 2021-2023
- Design starting 2024
- Construction in 2025

