Welcome!
City of Brantford
Paris Road and Golf Road Municipal Class EA
Trunk Watermain EA

Welcome to the Public Information Centre No. 2. This is the second public consultation event for the City of Brantford Paris Road and Golf Road and Trunk Watermain Municipal Class Environmental Assessment (EA) Study.

There is an opportunity at any time during the Class EA process for interested persons to provide comments. Should you have any questions regarding the materials or any other aspect of the study, or if you would like to review any of the background reports, contact us by email (ParisGolfRoadEA@brantford.ca) or contact one of the following by **November 21, 2025**:

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Trunk Watermain EA Lead
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BT Engineering Inc.
Consultant Project Manager
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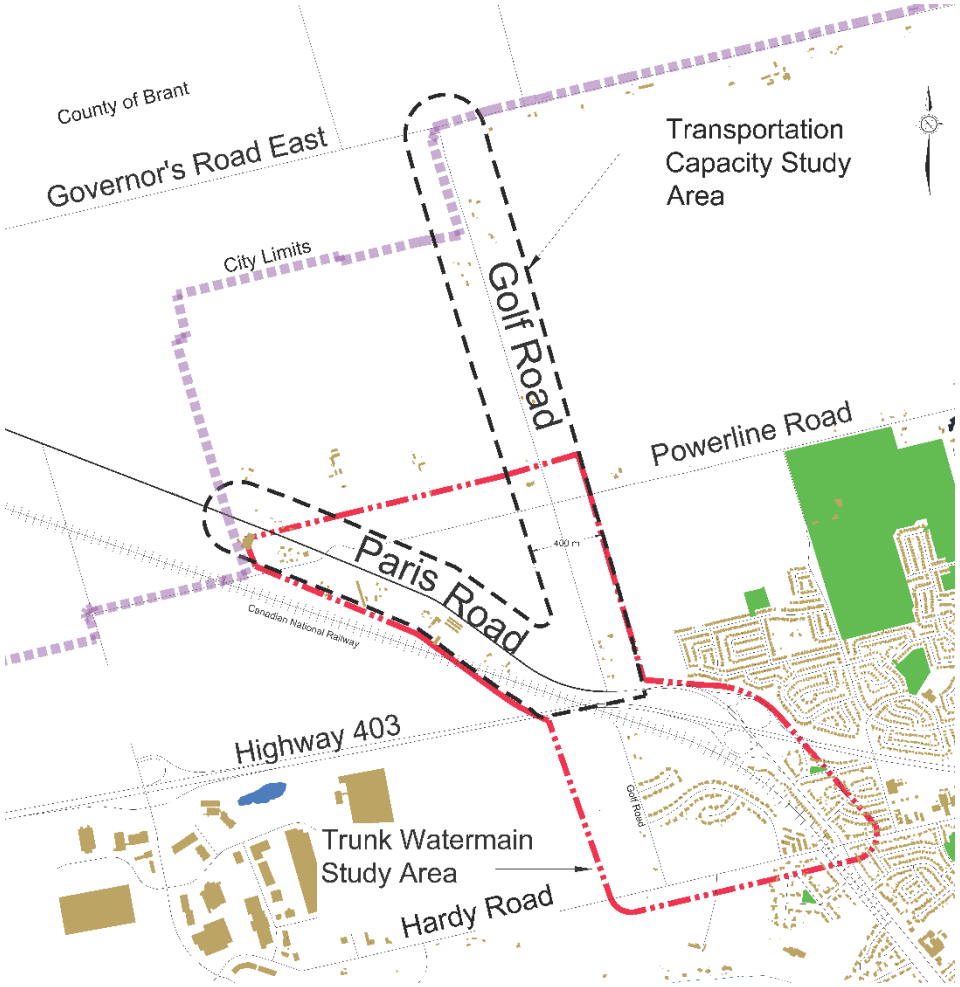
Introduction

The City of Brantford retained BT Engineering Inc. (BTE) and Robinson Consultants Inc. to undertake two EA studies: the Paris Road and Golf Road Improvements EA (Transportation EA); and Paris Road Trunk Watermain EA (Watermain EA).

The study will complete the preliminary design for road and watermain improvements to enhance road safety and mobility, improve intersections and enhance and improve the water distribution network.

This study is classified as a Schedule C for the Transportation EA and Schedule B for the Watermain EA under the Municipal Class Environmental Assessment (2024) process.



What We Heard at Public Information Centre No. 1

The first Public Information Centre (PIC) for this study was held as a joint PIC/Community Café event. The event was held on Thursday, November 28, 2024, from 5:00 to 8:00 pm at the Walter Gretzky Municipal Golf Course and Learning Centre in Brantford, Ontario. Twenty-three (23) people attended the PIC, and two (2) comment sheets were submitted during the two-week comment period. The primary conclusions from the meeting include:

- Agreement with the approach for servicing the expansion areas
- Concern for the widening of the corridors and requests to avoid, where possible, individual residential properties
- There was general support for watermain alignments crossing MTO property to reduce the cost and environmental effects (these alignments would require MTO agreement)

Purpose of Public Information Centre No. 2

The purpose of this Public Information Centre (PIC) is to engage interested parties on their perspectives in the Study. The Study will proactively involve the public, stakeholders and Indigenous Peoples.

This PIC is presenting:

- A summary of the study to date.
- Technically Preferred Alternatives (TPA) for Paris Road, Golf Road, and the trunk watermain.
- Effects and Mitigation of potential negative impacts of the TPA.
- Next steps.

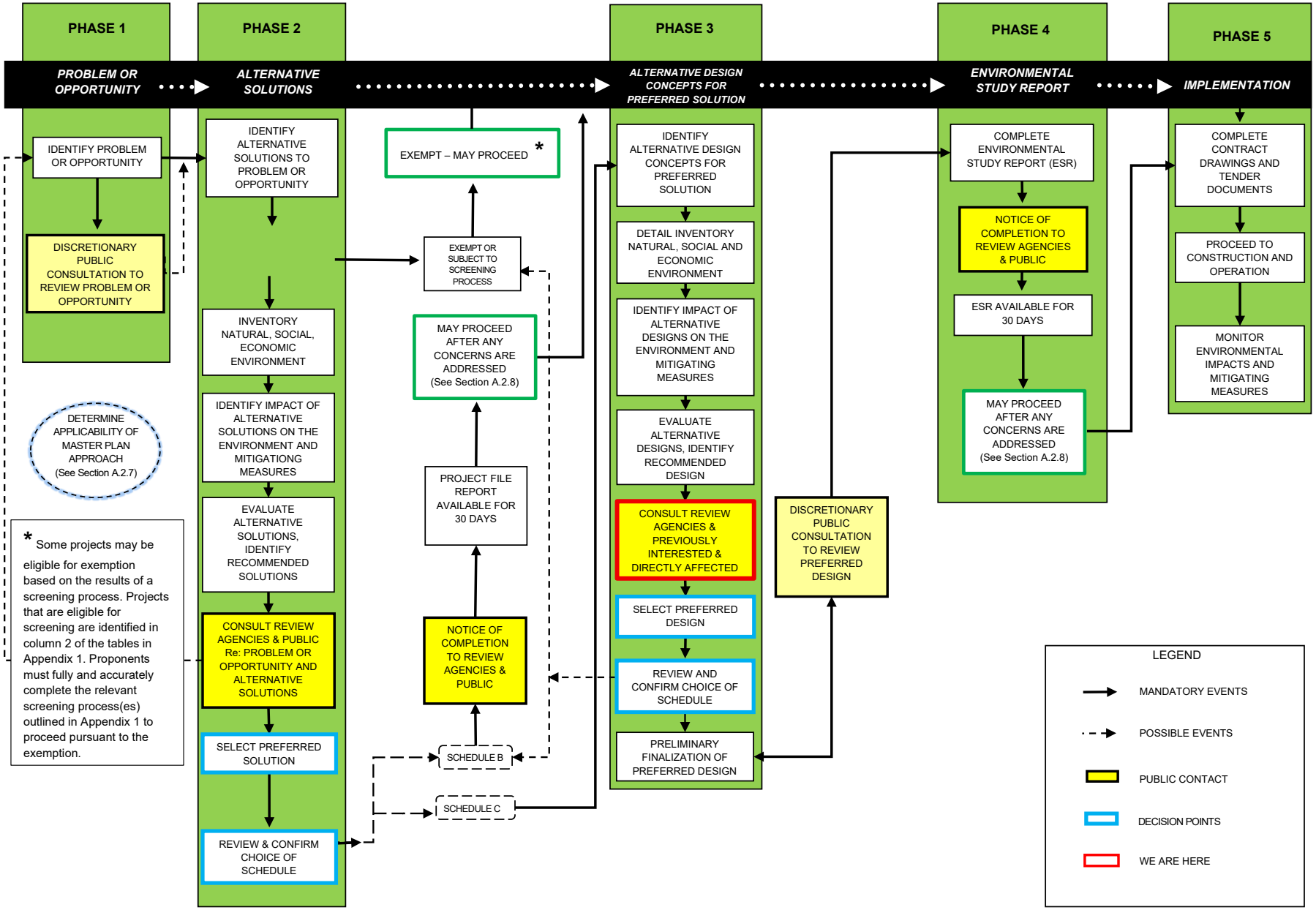
Municipal Class Environmental Assessment (Class EA) Process

The Municipal Class Environmental Assessment (MCEA) process follows 5 phases, as shown in more detail in the next exhibit. We are currently in Phase 3. The final document will be the Environmental Study Report.

If after viewing the PIC exhibits and making your concerns known to the project team, you still have concerns at the time the Notice of Study Completion is published in the media and on the City website, you will have the right to request the Minister of Environment, Conservation and Parks to undertake a higher level of assessment on the project based on two criteria:

- The need for a Part II Order, now referred to as a Section 16 Order, regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights.
- The need for additional assessment and evaluation of all other non-Aboriginal issues and concerns.

These rights and guidance on how to contact the Minister of Environment, Conservation and Parks will be described in the Notice of Study Completion at the end of the Study.

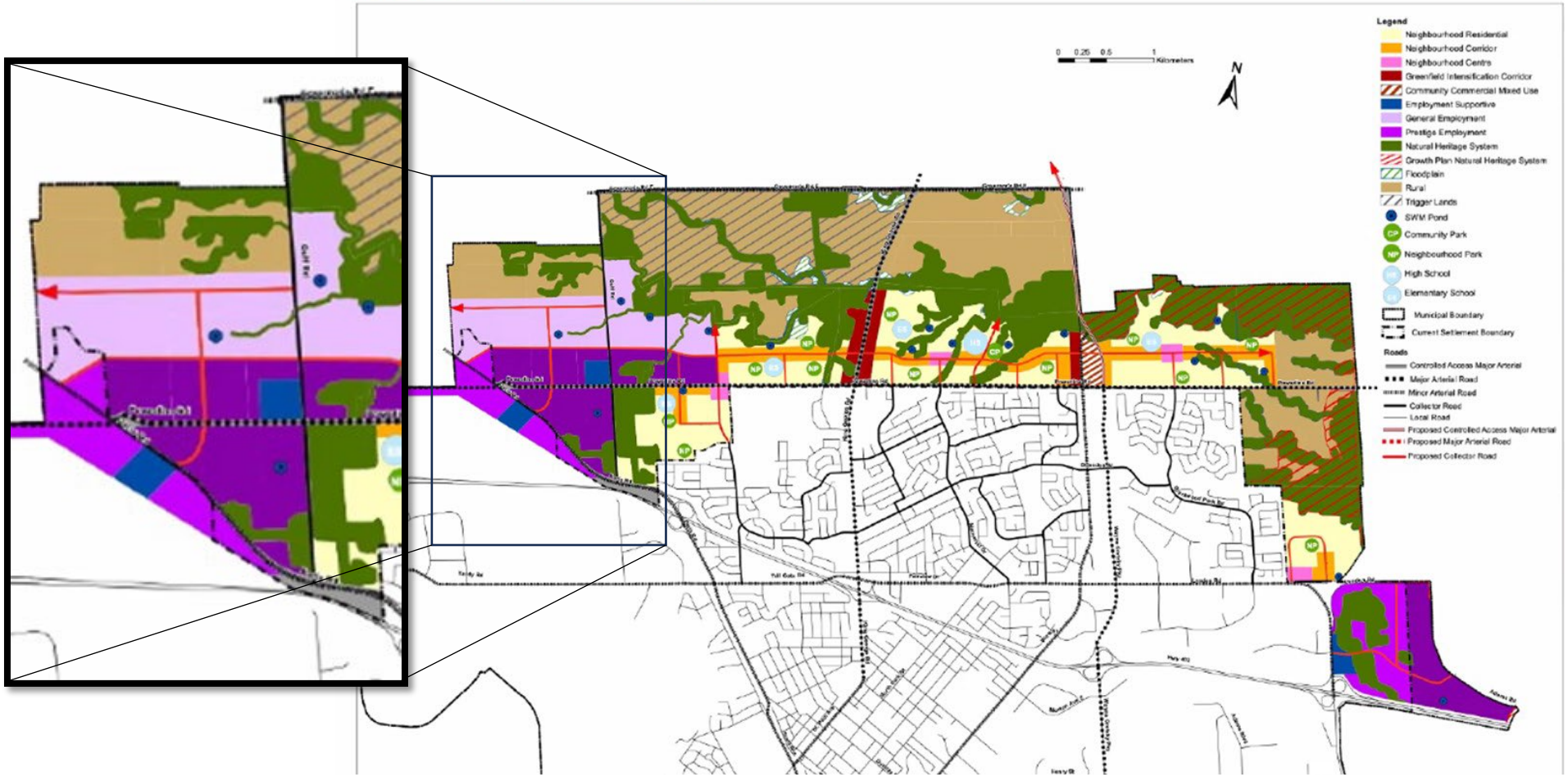

PHASE 1
PROBLEM OR OPPORTUNITY
IDENTIFY PROBLEM OR OPPORTUNITY
DISCRETIONARY PUBLIC CONSULTATION TO REVIEW PROBLEM OR OPPORTUNITY
DETERMINE APPLICABILITY OF MASTER PLAN APPROACH (See Section A.2.7)
* Some projects may be eligible for exemption based on the results of a screening process. Projects that are eligible for screening are identified in column 2 of the tables in Appendix 1. Proponents must fully and accurately complete the relevant screening process(es) outlined in Appendix 1 to proceed pursuant to the exemption.
PHASE 2
ALTERNATIVE SOLUTIONS
IDENTIFY ALTERNATIVE SOLUTIONS TO PROBLEM OR OPPORTUNITY
INVENTORY NATURAL, SOCIAL, ECONOMIC ENVIRONMENT
IDENTIFY IMPACT OF ALTERNATIVE SOLUTIONS ON THE ENVIRONMENT AND MITIGATIONG MEASURES
EVALUATE ALTERNATIVE SOLUTIONS, IDENTIFY RECOMMENDED SOLUTIONS
CONSULT REVIEW AGENCIES & PUBLIC Re: PROBLEM OR OPPORTUNITY AND ALTERNATIVE SOLUTIONS
SELECT PREFERRED SOLUTION
REVIEW & CONFIRM CHOICE OF SCHEDULE
EXEMPT – MAY PROCEED *
EXEMPT OR SUBJECT TO SCREENING PROCESS
MAY PROCEED AFTER ANY CONCERNS ARE ADDRESSED (See Section A.2.8)
PROJECT FILE REPORT AVAILABLE FOR 30 DAYS
NOTICE OF COMPLETION TO REVIEW AGENCIES & PUBLIC
SCHEDULE B
SCHEDULE C
PHASE 3
ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTION
IDENTIFY ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTION
DETAIL INVENTORY NATURAL, SOCIAL AND ECONOMIC ENVIRONMENT
IDENTIFY IMPACT OF ALTERNATIVE DESIGNS ON THE ENVIRONMENT AND MITIGATING MEASURES
EVALUATE ALTERNATIVE DESIGNS, IDENTIFY RECOMMENDED DESIGN
CONSULT REVIEW AGENCIES & PREVIOUSLY INTERESTED & DIRECTLY AFFECTED
SELECT PREFERRED DESIGN
REVIEW AND CONFIRM CHOICE OF SCHEDULE
PRELIMINARY FINALIZATION OF PREFERRED DESIGN
DISCRETIONARY PUBLIC CONSULTATION TO REVIEW PREFERRED DESIGN
PHASE 4
ENVIRONMENTAL STUDY REPORT
COMPLETE ENVIRONMENTAL STUDY REPORT (ESR)
NOTICE OF COMPLETION TO REVIEW AGENCIES & PUBLIC
ESR AVAILABLE FOR 30 DAYS
MAY PROCEED AFTER ANY CONCERNS ARE ADDRESSED (See Section A.2.8)
PHASE 5
IMPLEMENTATION
COMPLETE CONTRACT DRAWINGS AND TENDER DOCUMENTS
PROCEED TO CONSTRUCTION AND OPERATION
MONITOR ENVIRONMENTAL IMPACTS AND MITIGATING MEASURES
LEGEND
MANDATORY EVENTS
POSSIBLE EVENTS
PUBLIC CONTACT
DECISION POINTS
WE ARE HERE

Need and Justification

The City of Brantford's Official Plan, Transportation Master Plan, Master Servicing Plan and Active Transportation Master Plan are guiding the vision for the Study Area.

Road network improvements are required within the northwestern sector of the City of Brantford to accommodate planned/proposed development north of Highway 403 within the City and development adjacent to the City within the County of Brant. Planning for these improvements is required now to facilitate the expansion areas in the Study Area meeting the legislative requirements from the Province for the Places to Grow 2051. To support the expansion areas road (Paris Road and Golf Road) and water infrastructure are being planned. The need and justification for these projects is driven by legislation by the Province of Ontario.

Provisions for active transportation are needed and the potential use of sidewalks, paved shoulders and/or multi-use paths on Golf Road and Paris Road requires assessment.


Legend
Neighbourhood Residential
Neighbourhood Corridor
Neighbourhood Centre
Greenfield Intensification Corridor
Community Commercial Mixed Use
Employment Supportive
General Employment
Prestige Employment
Natural Heritage System
Growth Plan Natural Heritage System
Floodplain
Rural
Trigger Lands
SWM Pond
Community Park
Neighbourhood Park
High School
Elementary School
Municipal Boundary
Current Settlement Boundary
Roads
Controlled Access Major Arterial
Major Arterial Road
Minor Arterial Road
Collector Road
Local Road
Proposed Controlled Access Major Arterial
Proposed Major Arterial Road
Proposed Collector Road
N

Road Alternatives - Considerations

Paris Road

- 4-lane Major Arterial, 40 m right-of-way (Official Plan recommendation).
- Widening on centre, east or west.
- Roundabout or signalized intersection control.
- Urban and rural cross section alternatives.
- Active transportation including sidewalks, paved shoulders, and/or MUP(s).

Golf Road

- 2-lane Minor Arterial, 36 m right-of-way (Official Plan recommendation).
- Widening on centre, east or west.
- Golf Road intersections based on the Paris Road traffic analysis and Powerline Road EA recommendations
- Governor’s Road/Golf Road will be an unsignalized intersection.
- Urban and rural cross section alternatives.
- Active transportation including sidewalk and/or MUP.

Preliminary Evaluation Sections

Legend

- Existing Intersections Improvements
- Potential Future Intersection Locations (Under Study)
- Intersection EAs by others
- Study Area

Intersection control alternatives will consider signals and roundabouts.

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Paris Road and Golf Road
Environmental Assessment Study

NTS

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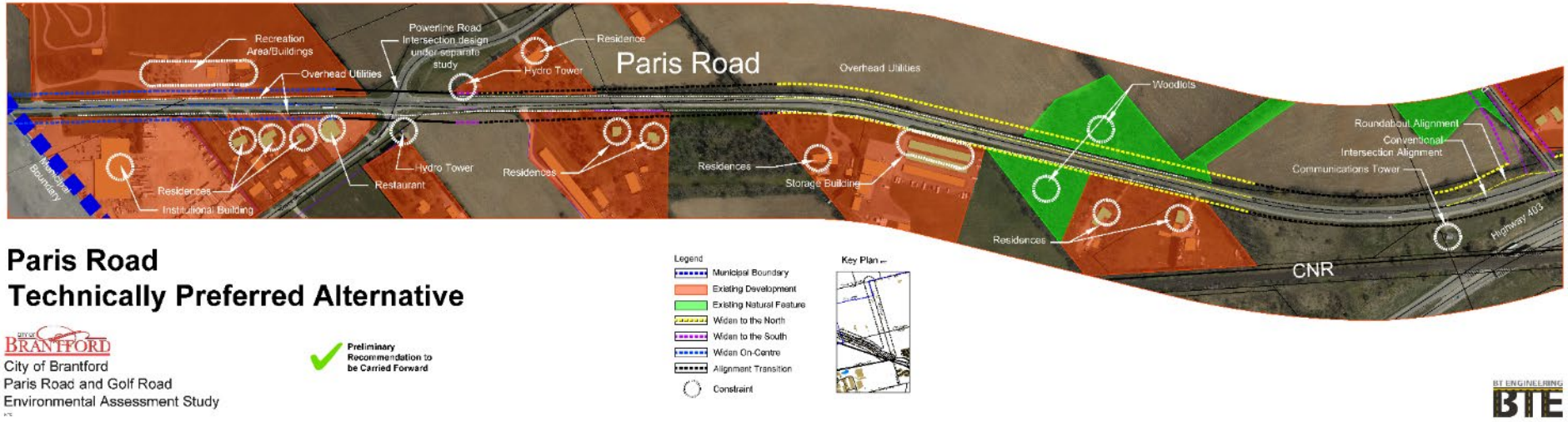
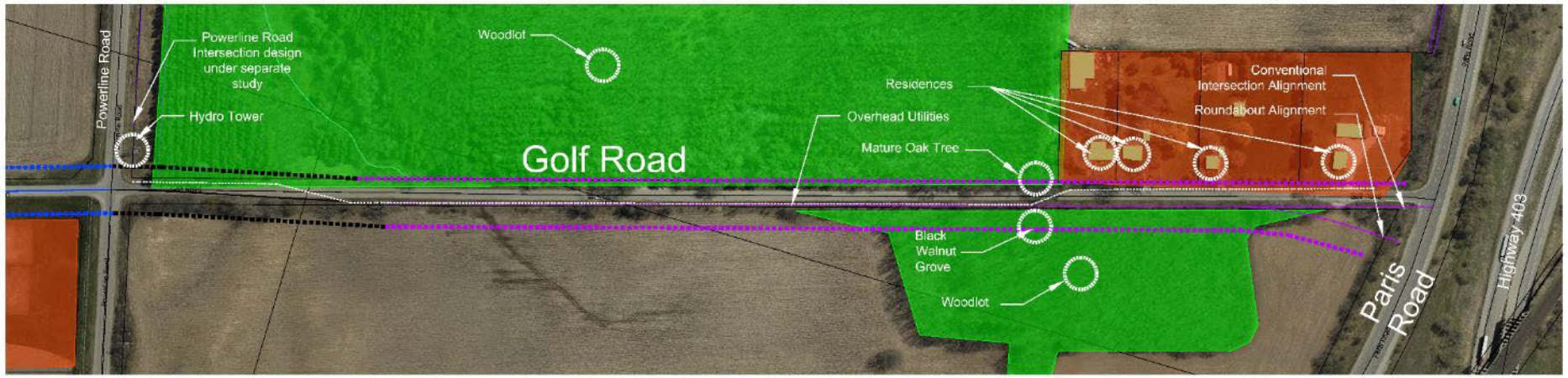
Paris Road Preliminary Alignment Recommendation



Golf Road South Preliminary Alignment Recommendation



Golf Road South
Technically Preferred Alternative

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✔ **Preliminary Recommendation to be Carried Forward**

Legend
- Municipal Boundary
- Existing Development
- Existing Natural Feature
- Widen to the West
- Widen to the East
- Widen On-Centre
- Alignment Transition
- Constraint

Key Plan

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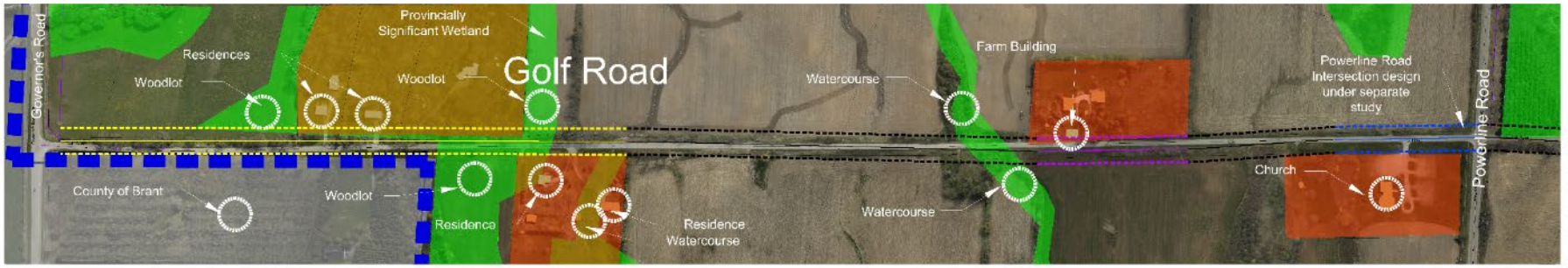
Golf Road North Preliminary Alignment Recommendation



Golf Road North
Technically Preferred Alternative

CITY OF BRANTFORD
City of Brantford
Paris Road and Golf Road
Environmental Assessment Study

Preliminary Recommendation to be Carried Forward

Legend
- Municipal Boundary
- Existing Development
- Existing Natural Feature
- Widen to the West
- Widen to the East
- Widen On-Centre
- Alignment Transition
- Constraint

Key Plan

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Paris Road Cross Section Alternatives

The recommended cross sections for further study were:

- Paris Road Alternative 5 - 4-Lane Rural Cross Section
- Paris Road Alternative 6 - 4-Lane Urban Cross Section
- Paris Road Alternative 7 - 5-Lane Rural Cross Section
- Paris Road Alternative 8 - 5-Lane Urban Cross Section

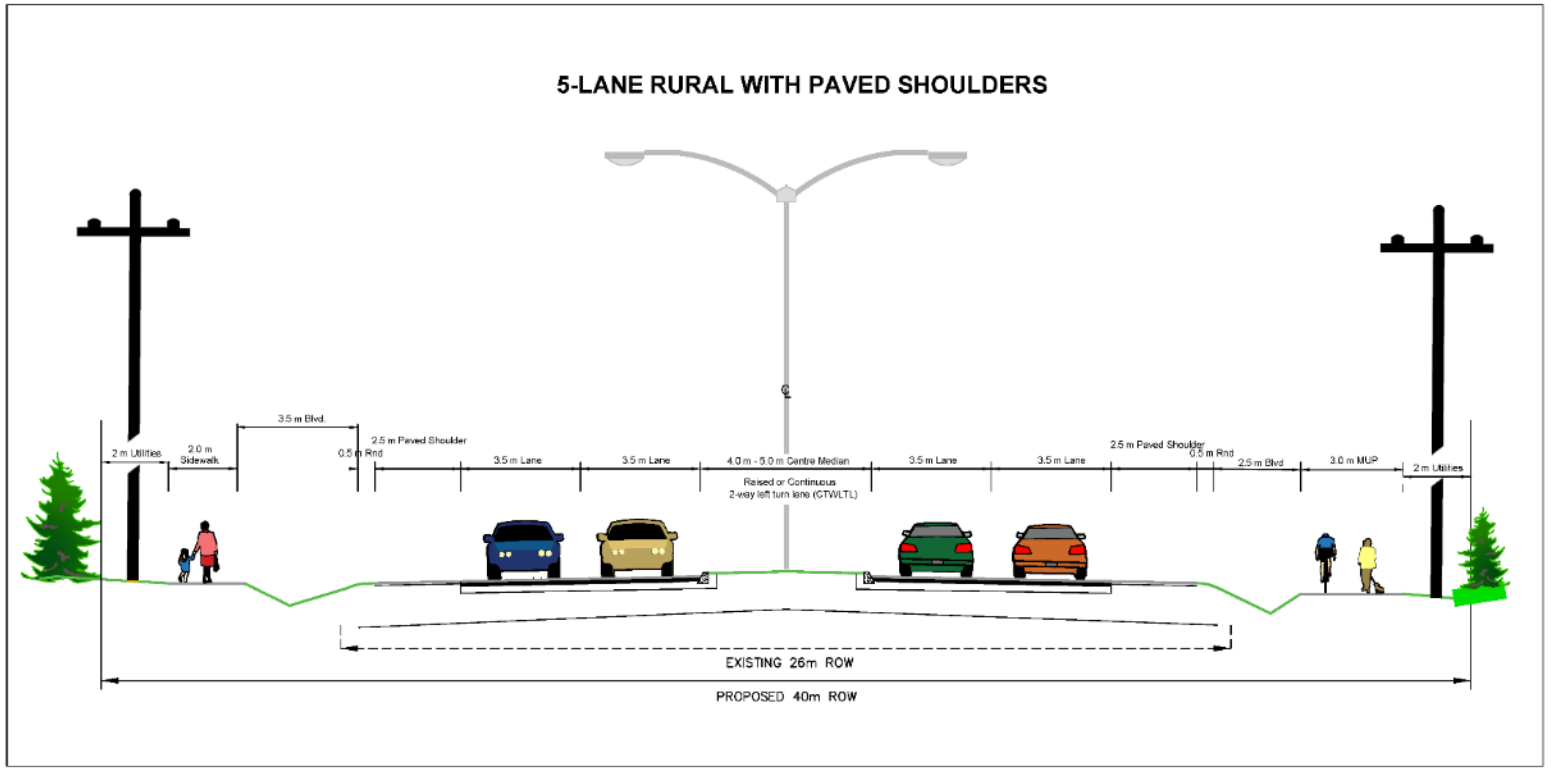
The cross sections carried forward accommodate the future traffic demand of the TMP which identifies the need for a minimum of 4 general purpose lanes on Paris Road.

Paris Road Cross Section Evaluation

Alternative 7 is the technically preferred cross section for Paris Road. Benefits include:

- Greatest flexibility for future growth;
- Allows for a future urban cross section, if required;
- Minimizes capital cost;
- Provides for water quality management best practises;
- Accommodates farm vehicles required by existing agricultural land uses; and
- Includes active transportation for cyclists and pedestrians.

Paris Road Cross Section Preliminary Recommendation



Note:
Active transportation alternatives may consider use of a sidewalk and MUP on each side or the use of MUPs on both sides of the right-of-way.

Additional lands may be required for grading beyond right-of-way in areas where there are topographic differences in elevation of the proposed roadway and the elevation of the table lands.

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Golf Road Cross Section Alternatives

The recommended cross sections for further study were:

1. Golf Road Alternative 1 - 2-Lane Rural Cross Section
2. Golf Road Alternative 2 - 2-Lane Urban Cross Section
3. Golf Road Alternative 3 - 3-Lane Rural Cross Section
4. Golf Road Alternative 4 - 3-Lane Urban Cross Section

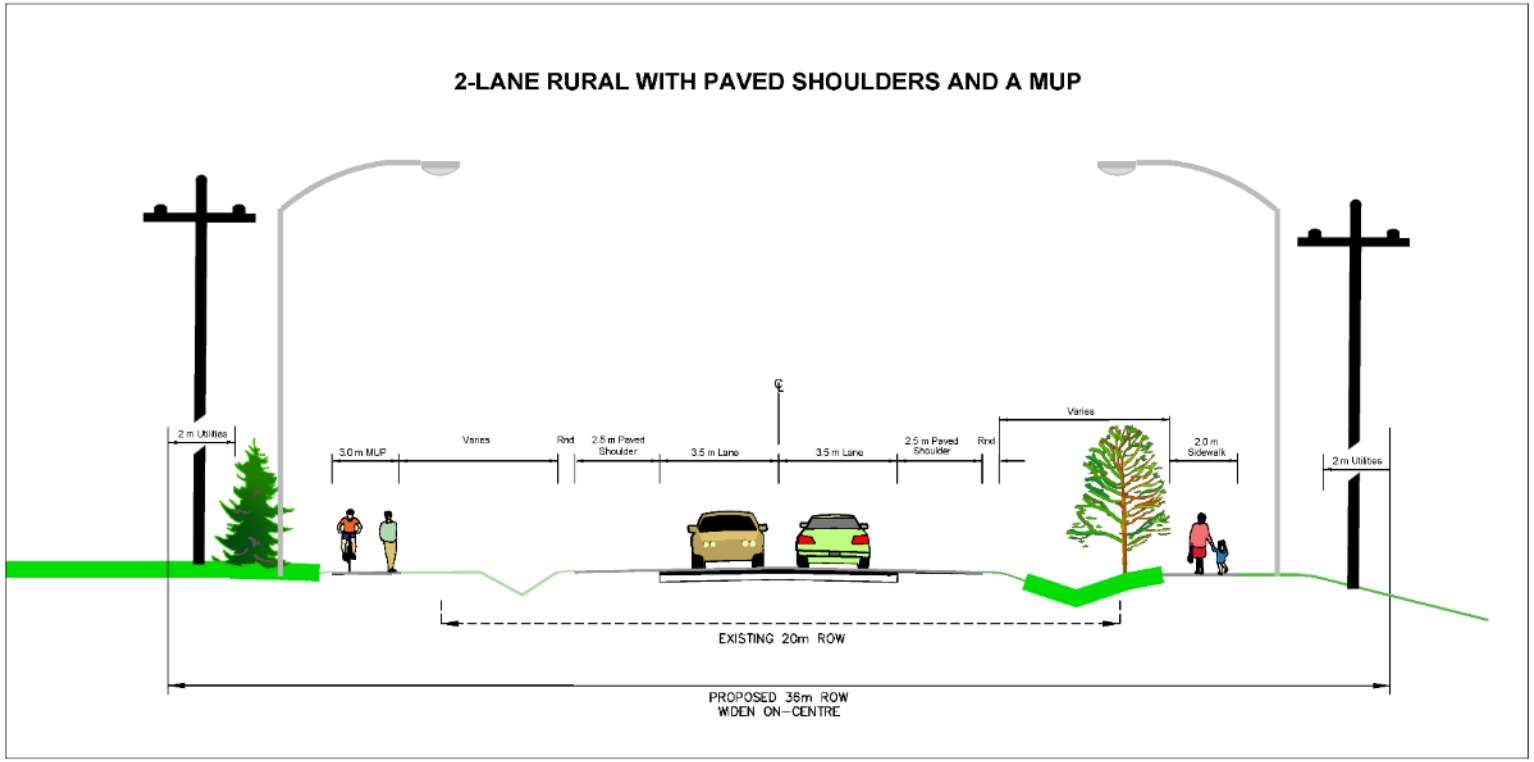
The cross sections carried forward reflect the future traffic demand of the TMP which identifies the need for 2 general purpose lanes on Golf Road.

Golf Road Cross Section Evaluation

Alternative 1 is technically preferred cross section for Golf Road, benefits include:

- Greatest flexibility for future growth;
- Allows for a future urban cross section, if required;
- Minimizes capital cost;
- Provides for water quality management best practises;
- Accommodates farm vehicles required by existing agricultural land uses; and
- Includes active transportation for cyclists and pedestrians.

Golf Road Cross Section Preliminary Recommendation



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Notes:
Right-of-way width according to the Official Plan, 2021.

Active transportation alternatives may consider use of a sidewalk and MUP on each side or the use of MUPs on both sides of the right-of-way.

Additional lands may be required for grading beyond right-of-way in areas where there are topographic differences in elevation of the proposed roadway and the elevation of the table lands.

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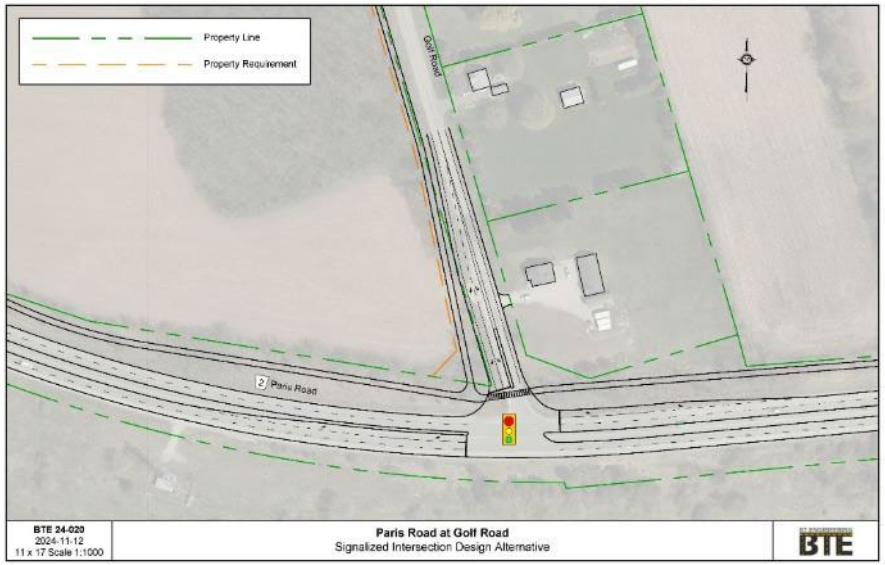
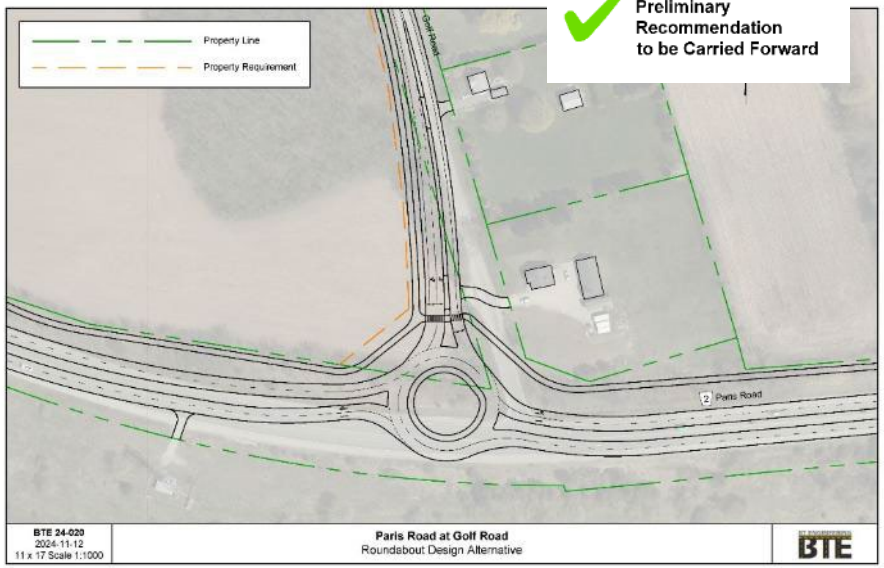
Golf Road and Paris Road Intersection Alternatives

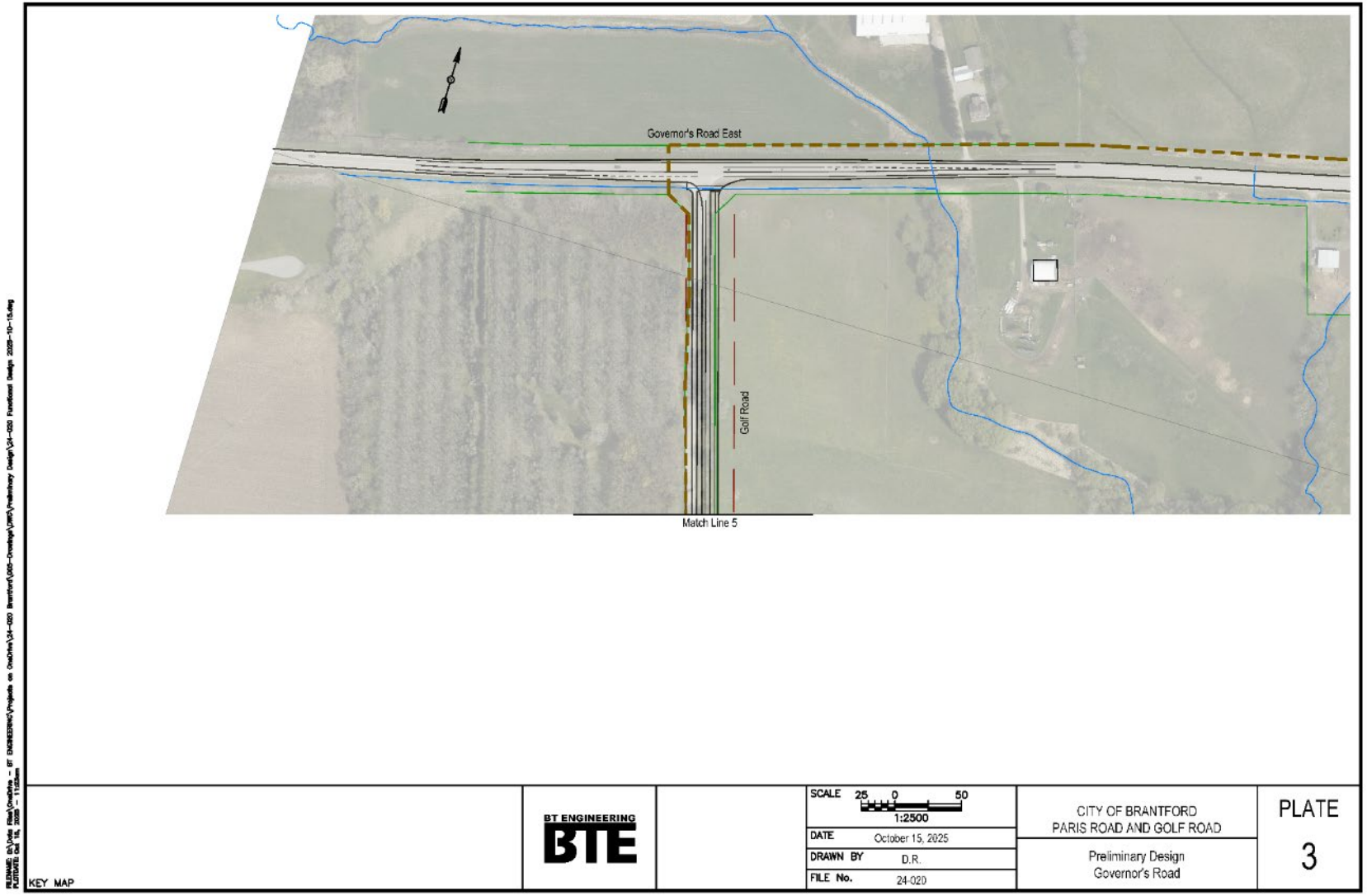


Alternative A – Signalized Intersection

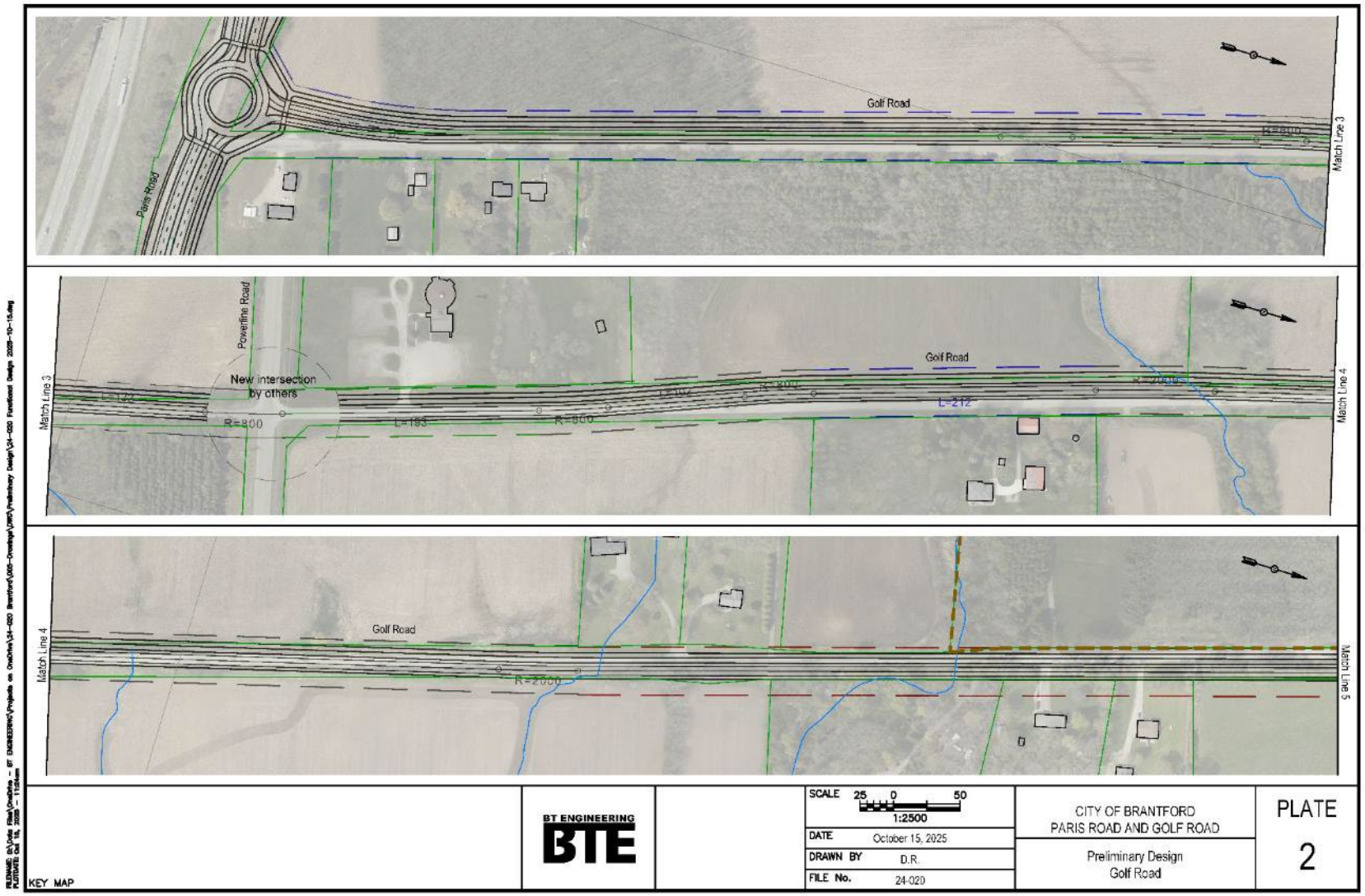


Alternative B – Roundabout Intersection

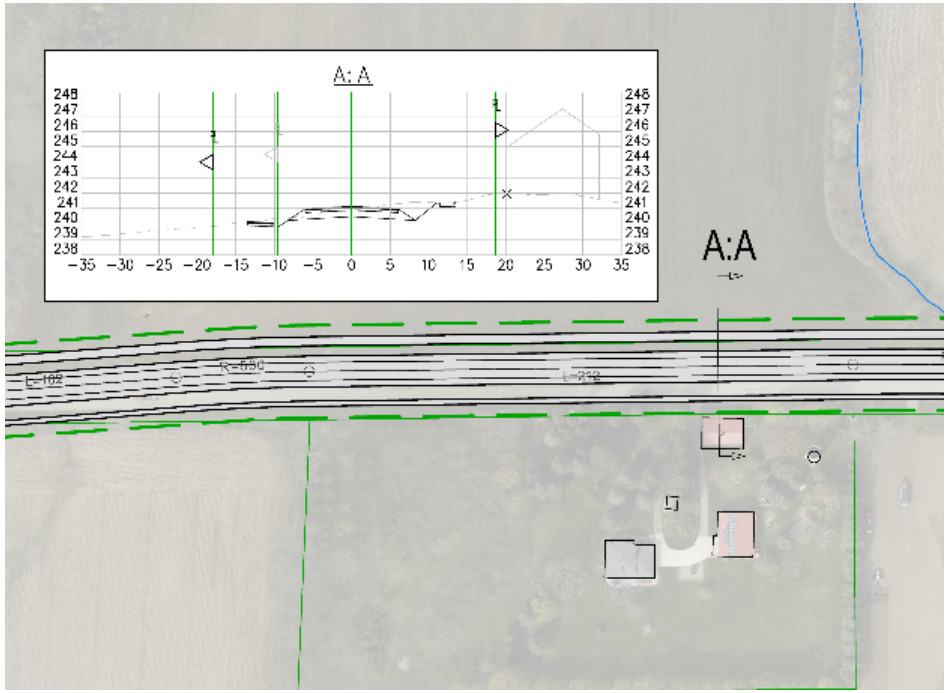
Golf Road and Governor's Road Intersection



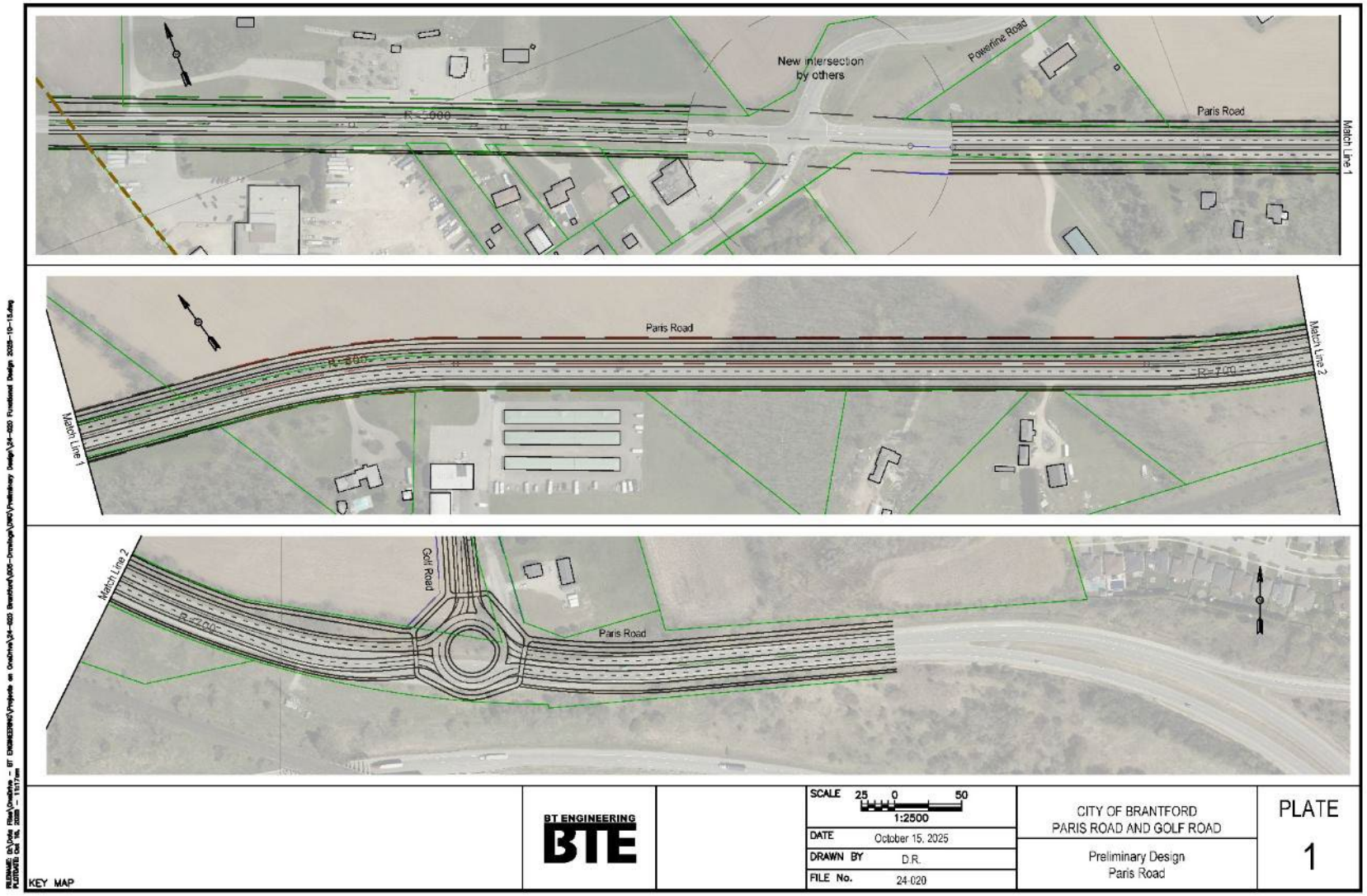
Technically Preferred Plan - Golf Road



408 Golf Road Cross Section



Technically Preferred Plan - Paris Road



Stormwater Mitigation and Impacts

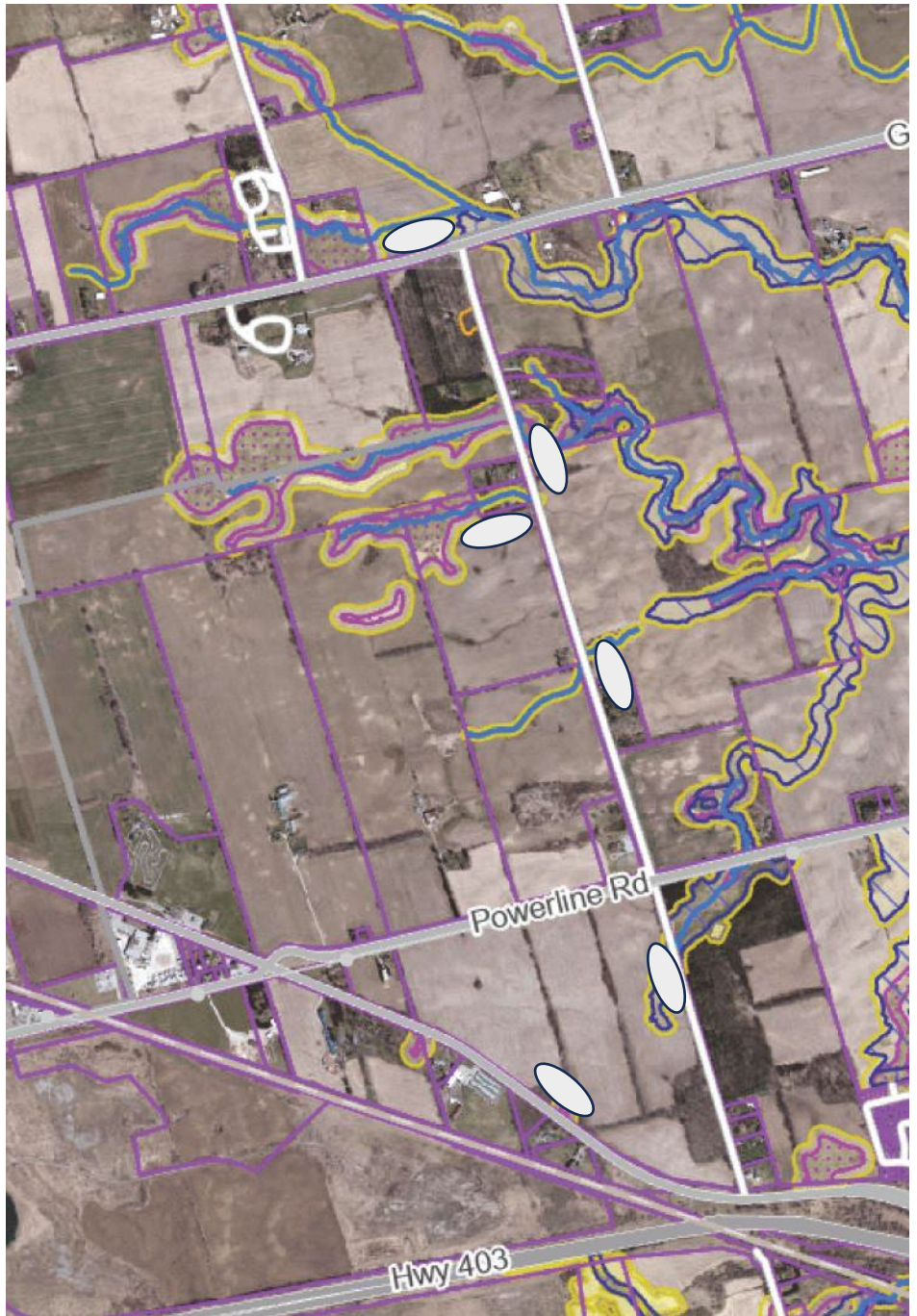
Roadway stormwater quantity control may be:

- An overall stormwater management plan with the employment lands; or
- Roadway drainage designed separately from the development of the employment lands based on the phasing of development.

Stormwater runoff from widened roads will match preconstruction conditions.

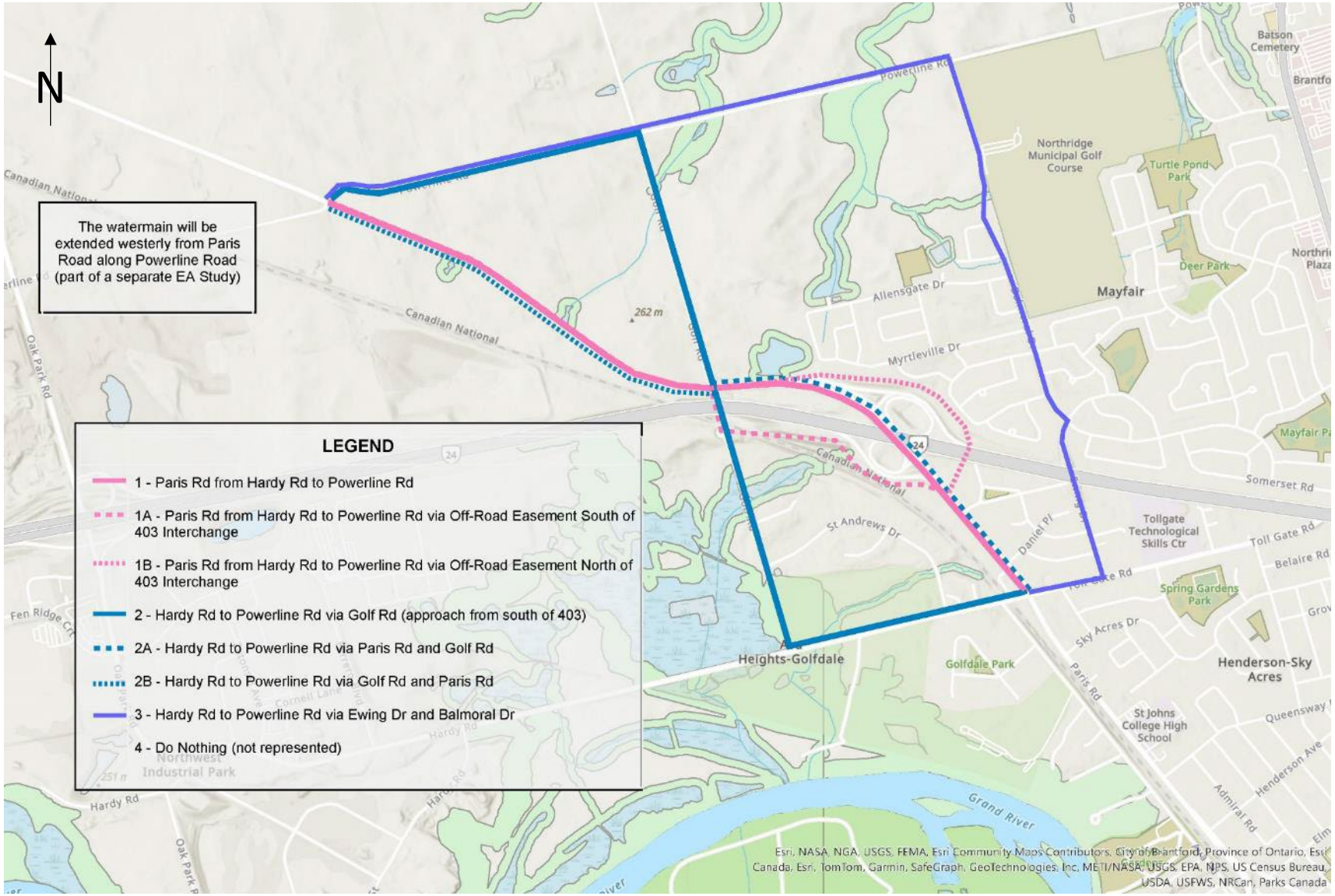
Additional land may be required to extend roadway drainage outlets for stormwater in the areas identified below.

The use of infiltration will be considered during detailed design when defining the locally widened right-of-way requirements in these areas.



Conceptual Stormwater Treatment Locations

Watermain Alignment Options Overview



Watermain Alignment Options Evaluation

CRITERIA	Option 1 - Open Cut	Option 1A	Option 1B	Option 2	Option 2A	Option 2B	Option 3
Alignment	**Paris Road**	**Paris Rd with South Interchange Bypass**	**Paris Rd North Interchange Bypass**	**Hardy Road / Golf Road / Powerline Road**	**Paris Road / Golf Road / Powerline Road**	**Hardy Road / Golf Road / Paris Road**	**Ewing Drive / Balmoral Drive / Powerline Road**
Approximate length	3230	3200	3410	4240	3820	3640	4800
Length Rating	2 - Short	1 - Short	4 - Moderate	8 - Long	7 - Moderate	6 - Moderate	9 - Very Long
Tunnel Crossing	No	Yes	Yes	Yes	No	Yes	Yes
Approximate Cost	**$16,580,000**	**$22,080,000**	**$24,200,000**	**$23,960,000**	**$19,470,000**	**$21,030,000**	**$26,520,000**
Cost Ranking	1 - Very Low	4 - Moderate-High	7 - High	6 - High	2 - Low-Moderate	3 - Moderate-High	9 - Very High
TECHNICAL CRITERIA							
1. Constructability/ Complexity (/5)	5	1	1	2	3	2	1
5 - Very Low Complexity – Straightforward installation, minimal utility conflicts, standard open-cut or trenchless methods, no significant constraints. 4 - Low Complexity - Minor utility conflicts, some traffic control needed, conventional installation methods applicable. 3 - Moderate Complexity - Some difficult site conditions, moderate utility conflicts, some trenchless construction required. 2 - High Complexity - Significant conflicts with utilities, deep installation, or challenging soil conditions; major detours needed. 1 - Very High Complexity - Major engineering challenges, highly constrained space, major utility conflicts / relocations, and significant risks of delays.	Follows MSP alignment, Second shortest length, Lowest construction complexity due to work in Municipal ROW, no tunnelled MTO crossing, no CN crossing.	Shortest length Difficult complexity due to proximity to CN Rail and grade separation, work along 403 shoulder, private property, and tunnelled MTO crossing.	Third shortest length Difficult complexity due to proximity to residential property and interchange, sanitary sewer. No CN crossing, and tunnelled MTO crossing.	Second longest length Difficult complexity due to 2 CN crossings, narrow road corridors along Hardy Road and Golf Road, busy road corridor along Powerline Road golf course, and tunnelled MTO crossing.	Medium length Lower construction complexity due to work in Municipal ROW, no tunnelled MTO crossing, but narrow and busy corridors along Hardy Road and Golf Road. No CN crossing	Medium Length Difficult complexity due to narrow roads, golf course, 2 CN crossings, and tunnelled MTO crossing	Longest length Most difficult construction complexity - narrow easements, overpass crossing, considerable underground infrastructure, residential areas and school, tunnelled MTO crossing, busy corridor along Powerline Road. No CN crossing
2. Future Maintenance (/5)	5	2	2	3	4	3	1
5 - Very Low Maintenance - Long lifespan materials, minimal risk of failure, easy access for repairs. 4 - Low Maintenance – Low repair costs and minimal access challenges. 3 - Moderate Maintenance - Moderate repair costs and manageable access challenges. 2 - High Maintenance - High repair costs and access challenges. 1 - Very High Maintenance - Significant repair costs and access challenges.	Open cut option and road ROW allows for easier future maintenance.	Difficult future maintenance due to off road section requiring access road, long stretch on the highway shoulder, and tunnelled crossing of Highway 403	Difficult future maintenance due to off road section requiring access road, proximity to private properties, and tunnelled crossing of Highway 403	All on road except tunnelled highway crossing which would be difficult to access	Open cut option and road ROW allows for easier future maintenance. Longer overall length to maintain than Option 1, and on busiiner / narrower roads.	All on road except tunnelled highway crossing which would be difficult to access	All on road ROW, but longest length to maintain and difficult to access section under overpass and tunnelled crossing
3. Stakeholder Impacts (/5)	3	2	4	1	3	1	2
5 - Very Low to No Impact - No major disruptions to traffic, businesses, or residents. 4 - Low Impact - Some short-term disruptions, but manageable through proper coordination and mitigation. 3 - Moderate Impact – Noticeable disruption to traffic, businesses, or residents, requiring mitigation strategies and consultation. 2 - High Impact – Major disruptions to businesses, residents, or critical infrastructure, requiring extensive mitigation and consultation. 1 - Very High Impact – Strong opposition from and considerable consultation with stakeholders, prolonged disruptions, risk of project delays due to conflicts.	Under MTO Interchange No CN Crossing	Avoids MTO Interchange CN Crossing and proximity Golf Course Impacts	Avoids MTO Interchange No CN Crossing Close residential proximity - noise impacts	Avoids MTO Interchange 2 CN Crossings Golf Course Impacts	Under MTO Interchange No CN Crossing	Avoids MTO Interchange 2 CN Crossings Golf Course Impacts, wetland impacts	Avoids MTO interchange but under MTO Overpass No CN Crossing School and residential Impacts / noise impacts
4. Property Acquisition / Easements (/5)	5	1	1	2	5	2	3
5 - No Acquisition Needed – All work within existing ROW, no temporary easements required. 4 - Minimal Acquisition / Easements – Small, temporary easements or minor encroachments required. 3 - Moderate Acquisition / Easements – Small, permanent easements or minor property acquisitions needed. 2 - Significant Acquisition / Easements – Multiple properties impacted, long-term easements or land purchases needed. 1 - Major Acquisition / Easements – Large-scale property acquisition required, potential for expropriation.	No property required - all road ROW	Off road Permit to Enter (PTE) and Permanent Easement required, Easement required at MTO crossing, potential impacts to CN property	Off road Permit to Enter (PTE) and Permanent Easement required, Easement required at MTO crossing, potential property access to residential properties	Easement required at MTO crossing and CN crossings	No property required - all road ROW	Easement required at MTO crossing and CN crossings	Easement required at MTO crossing, Potential PTE at overpass
5. Permitting and Environmental (/5)	5	1	2	1	5	1	1
5 - Very Low Risk – Standard permitting process with no environmental sensitivities. 4 - Low Risk – Standard permitting process with minor environmental considerations. 3 - Moderate Risk – Requires specific environmental or watercourse permits, but approvals expected without major delays. 2 - High Risk – Complex permitting process, multiple agency approvals, potential for environmental mitigation. 1 - Very High Risk – Major permitting obstacles, significant environmental concerns, risk of project cancellation.	MTO crossing permit Preferred option during First Nation consultation	MTO crossing permit and permanent easement, CN permit, permanent easement through private property, PTE agreements, significant tree removals Not agreeable option during First Nation Consultation due to Environmental Impacts	MTO crossing permit and permanent easement, permanent easement through private property, PTE agreements, significant tree removals Not agreeable option during First Nation Consultation due to Environmental Impacts	MTO crossing permit and permanent easement, CN permit and permanent easements, potential golf course agreement, environmental (wetland) impacts Not agreeable option during First Nation Consultation due to Environmental Impacts	MTO crossing permit Agreeable option during First Nation Consultation	MTO crossing permit and permanent easement, CN permit and permanent easements, potential golf course agreement, environmental (wetland) impacts Not agreeable option during First Nation Consultation due to Environmental Impacts	MTO crossing permit and permanent easement, potential PTE agreements in private properties, Potential agreements with golf course and school Agreeable option during First Nation Consultation
TOTAL TECHNICAL SCORE (/25)	**23**	**7**	**10**	**9**	**20**	**9**	**8**

Watermain Alignment Options Evaluation, cont.

COST CRITERIA							
CRITERIA	**Option 1 Open Cut**	**Option 1A**	**Option 1B**	**Option 2**	**Option 2A**	**Option 2B**	**Option 3**
Alignment	**Paris Road**	**Paris Rd with South Interchange Bypass**	**Paris Rd North Interchange Bypass**	**Hardy Road / Golf Road / Powerline Road**	**Paris Road / Golf Road / Powerline Road**	**Hardy Road / Golf Road / Paris Road**	**Ewing Drive / Balmoral Drive / Powerline Road**
6. Capital Cost - Upfront Costs (/7)	5	2	1	1	3	2	0
5 - Very Low - $15M to $16.9M 4 - Low - $17 to 18.9M 3 - Low-Moderate - $19M to $20.9M 2 - Moderate-High - $21 to 22.9M 1 - High $23M to $24.9M 0 - Very High - $25M+	Lowest upfront construction cost due to short length, no tunnelled crossing, and low complexity	Moderate-High (fourth lowest) upfront construction cost due to short length, tunnelled crossing, and moderate complexity	High (third highest) upfront construction cost due to moderate length, tunnel, and difficult complexity	High (Fourth highest) upfront construction cost due to second longest length, tunnel, and moderate complexity	Low-Moderate (Second lowest) upfront construction cost due to medium length, no tunnelled crossing, and low complexity.	Moderate-High (Third lowest) upfront construction cost due to medium length, tunnel, and moderate complexity	Highest upfront construction cost due to longest length, tunnel, and complexity
7. Capital Cost - Maintenance Costs (/5)	5	3	2	3	4	3	1
5 - Very Low Maintenance Cost – Short Length with no offroad access and no tunnelled portion 4 - Low Maintenance Cost – Short Length with offroad access or tunnelled portion, or moderate length with no offroad access nor tunnelled portion 3 - Moderate Maintenance Cost – Moderate Length with offroad access or tunnelled portion, or Short Length with offroad access and tunnelled portion 2 - High Maintenance Cost – Moderate Length with offroad access and tunnelled portion 1 - Very High Maintenance Cost – Long Length with offroad access and tunnelled portion, or Very Long Length with offroad access or tunnelled portion..	Very Low maintenance cost due to lack of tunnel crossing, short length.	Moderate maintenance cost due to tunnel crossing, off road maintenance, short length.	High maintenance cost due to tunnel crossing, off road maintenance, moderate length.	Moderate maintenance cost due to tunnel crossing, moderate length.	Low maintenance cost due to no tunnel crossing, moderate length.	Moderate maintenance cost due to tunnel crossing, moderate length.	Very High maintenance cost due to tunnel crossing, very long length.
TOTAL COST SCORE (/10)	**10**	**5**	**3**	**4**	**7**	**5**	**1**
TOTAL SCORE (/35)	**33**	**12**	**13**	**13**	**27**	**14**	**9**
OVERALL RANK (/9)	1	4	6	6	2	4	9
Passes Under Overpass	Yes	No	No	No	Yes	No	No

Recommended Option

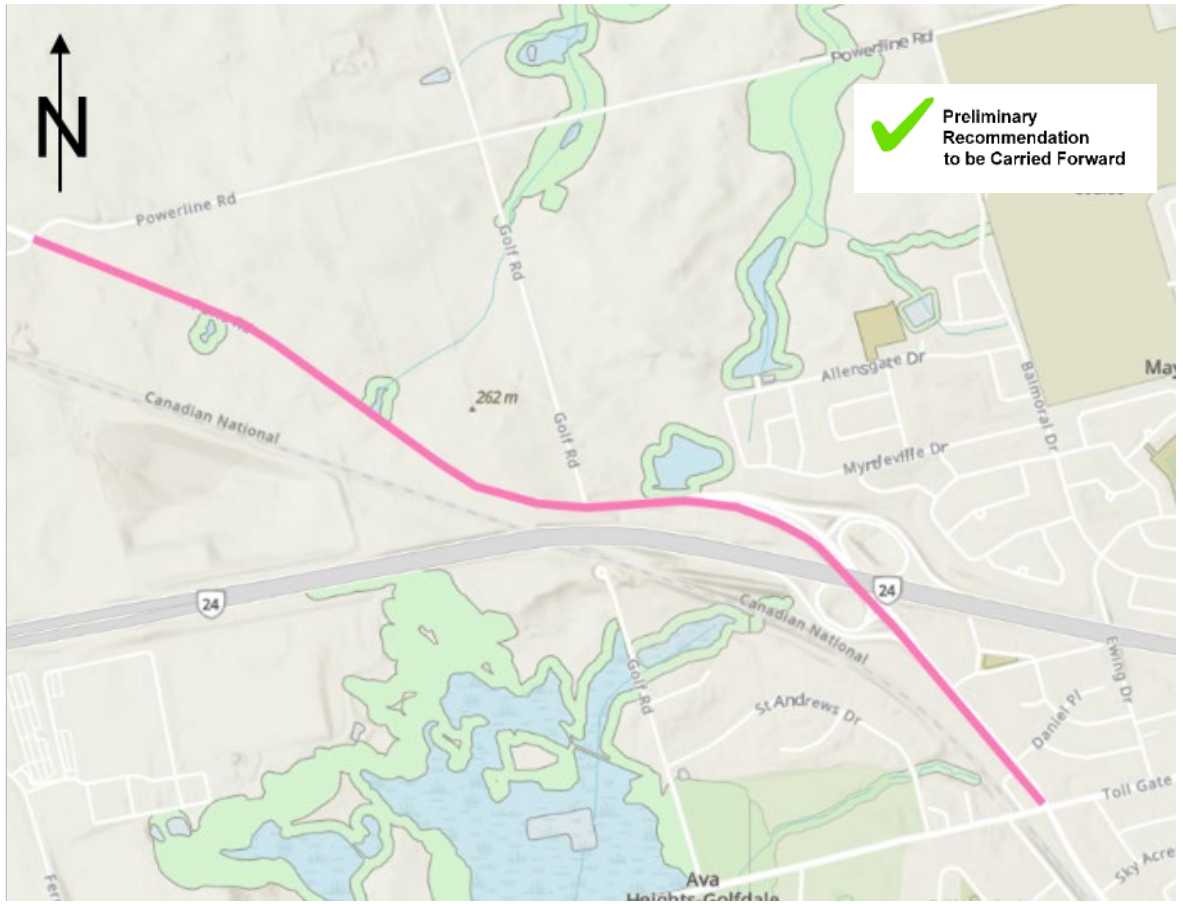
Option 1 (Paris Road, Open Cut) is ranked highest due to:

- Follows the City's Master Servicing Plan (MSP) and coincident with proposed road widening EA in the northern section;
- Low construction complexity – no CN Rail crossings and no off-road sections;
- Within road ROW – minimizes environmental impacts and property needs; and
- Least expensive upfront construction option at $17M and optimizes future maintenance costs.

Caveat: This Option crosses MTO jurisdiction within the interchange, which requires permitting and continued coordination with MTO pertaining to any future widening of the highway by MTO.

- Based on MTO correspondence, current understanding is that MTO would not support permits for the proposed Option No. 1 alignment.

Option 1 - Paris Road from Hardy Road to Powerline Road



Statement of Flexibility

It is proposed to include a flexibility provision within the EA study report which allows the City of Brantford to adjust the Watermain alignment from the Technically Preferred Alignment along Paris Road, if required, to accommodate the Ministry of Transportation of Ontario's (MTO) design considerations.

In the event that the City is unable to adequately address MTO's concerns that the proposed alignment could limit options for future interchange development, alternatives 1A and 2B would be considered.

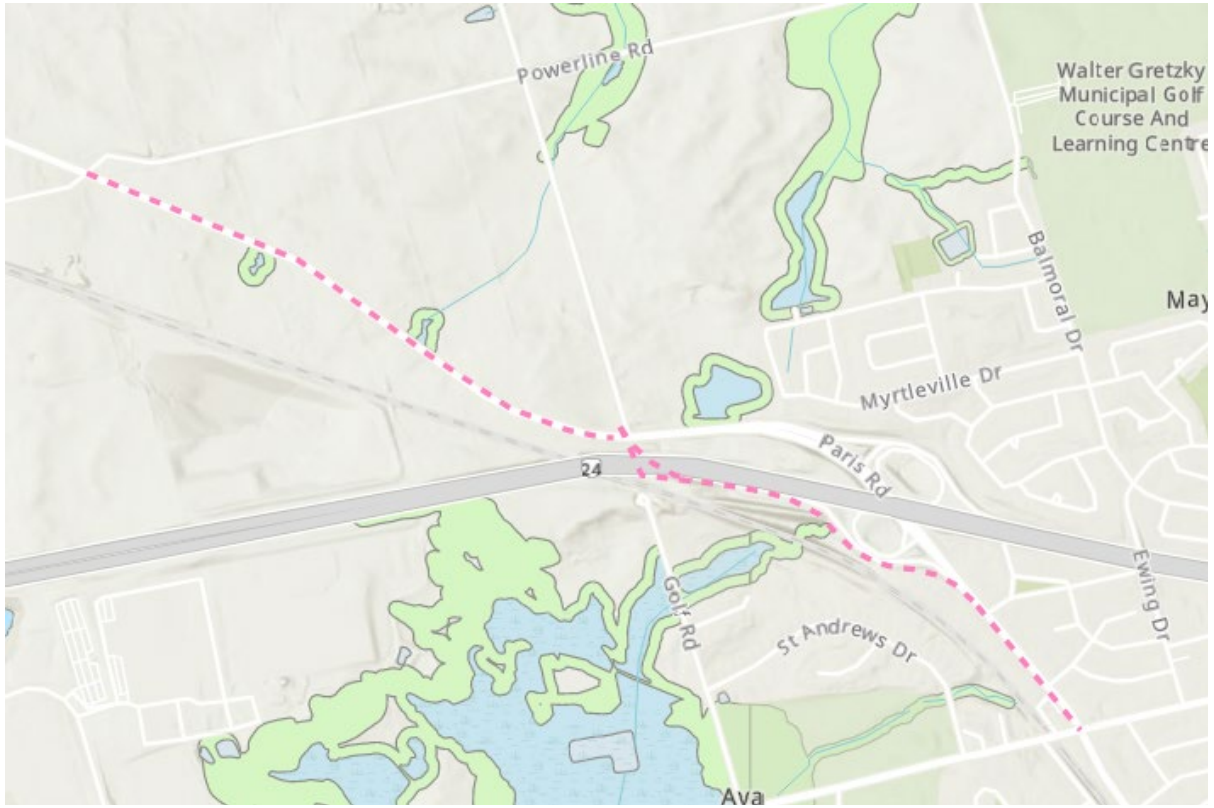
Should MTO not support permits for the preferred Option No. 1 alignment alternative, the following two alternatives will be considered.

Alternative Option 1A

Alternative Option 1A (Paris Road with South Diversion to avoid interchange):

- Alignment is similar to the MSP alignment primarily following the Paris Road alignment except at the interchange, allowing bundling of construction works with the road widening EA.
- Avoids Paris Road interchange but requires trenchless crossing of Highway 403.
- Proximity to CN Rail potentially requiring easements and potential concerns with future potential twinning of the CN Rail lines or expanding of Highway 403 off-ramp.
- Significant tree removal likely.
- Second lowest construction cost.

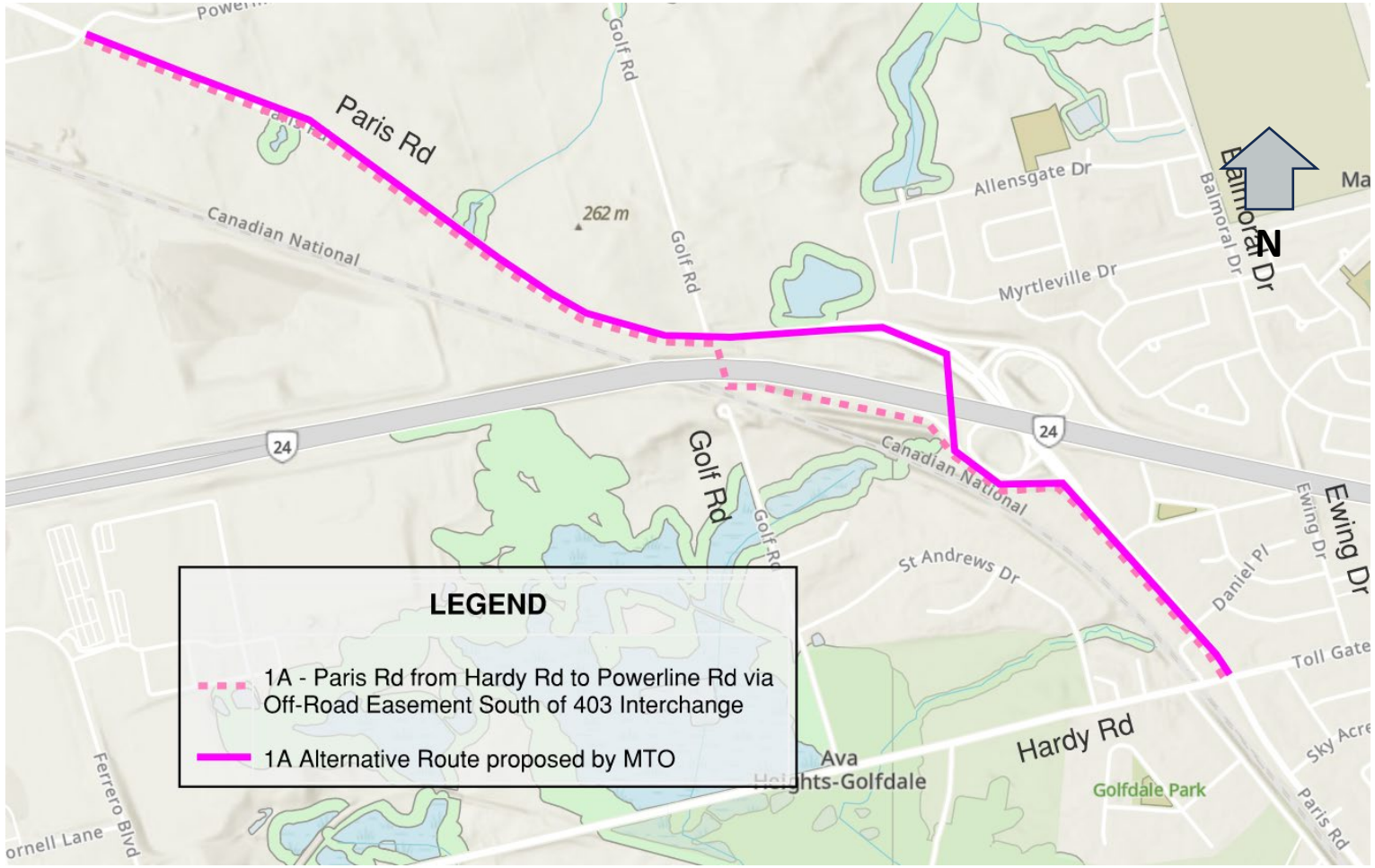
Option 1A - Paris Road with South Diversion to avoid interchange



MTO Input - November 2025

- Ongoing discussions with MTO have occurred over the last few months.
- MTO has re-evaluated watermain alignment options and provided new feedback at the end of October.
- The crossing under Paris Road (Option 1) is not supported by MTO due to concerns of additional risks, costs, and complexities to the MTO, associated with the watermain being located under the overpass structure footprint.
- MTO is supportive of continued review of Options 1A and 1C, which avoid the overpass structure footprint.
- MTO has also provided a new potential alignment (Alternate of 1A) that avoids the structure and maintains design flexibility.
- Next Steps: City and Consultant Team will review the new alternative with MTO and advance toward a coordinated preferred solution.

Option 1A Variant (Overpass Avoidance)

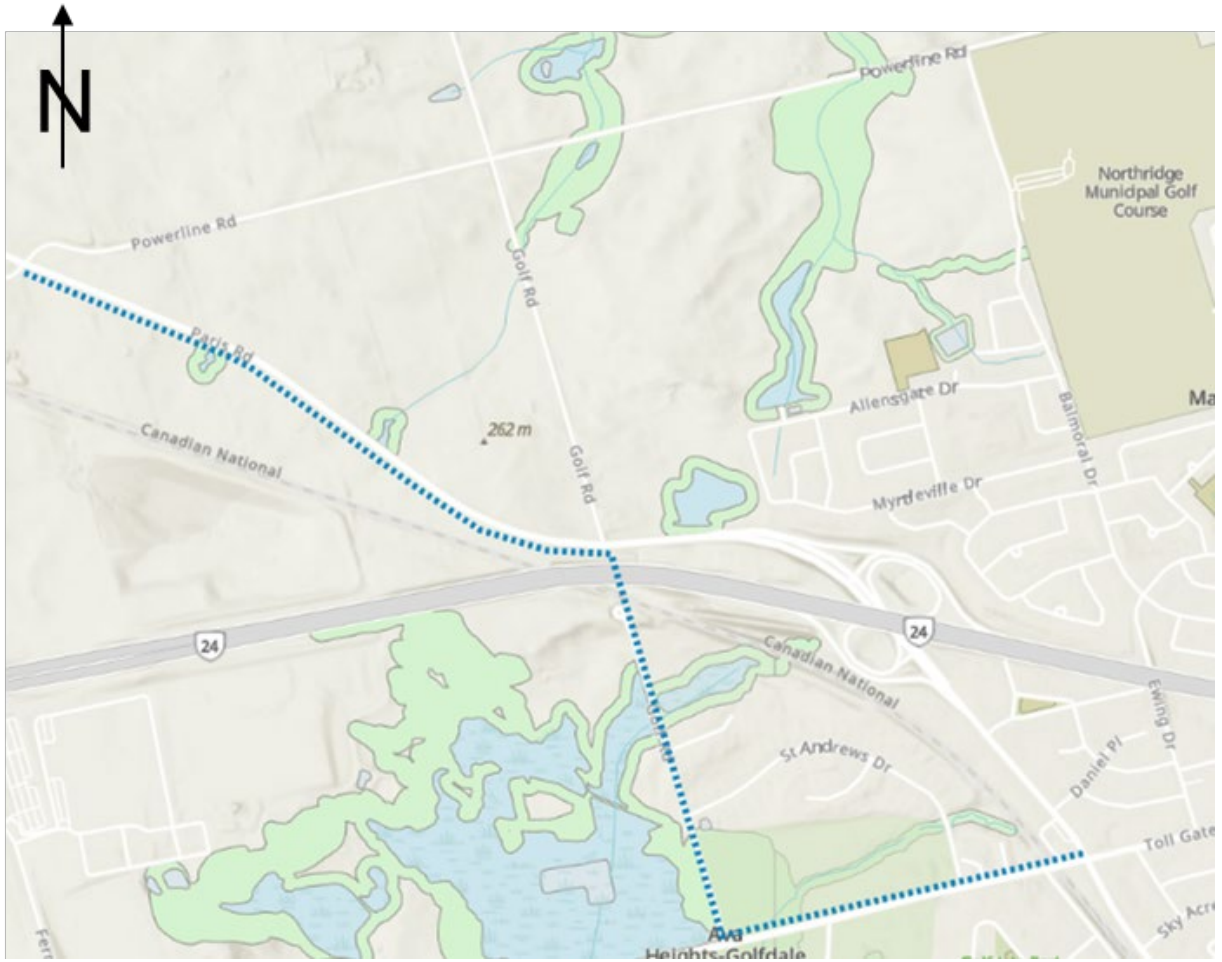


Alternative Option 2B

Option 2B (Hardy Road to Powerline Road via Golf Road and Paris Road):

- Northern Paris Road portion overlaps with the MSP alignment and Road EA alignment.
- Additional sections along Hardy Road and Golf Road are narrow and constrained for construction and resident access.
- Avoids Paris Road interchange but requires trenchless crossing of Highway 403. Golf Road cul-de-sac is an ideal location for trenchless access shaft.
- Requires two (2) CN Rail crossings.
- Work within wetlands and floodplain on Golf Road.
- Third highest construction cost.

Option 2B - Hardy Road to Powerline Road via Golf Road and Paris Road



Mitigation Table

Issue/Concern Potential Effects	Concerned Agency	Proposed Mitigation (prevent, lessen or remedy potential detrimental environmental effects)
Groundwater	MECP*	Protection of decommissioned and abandoned wells and septic systems from property acquisition, as per Ontario Water Regulations. Obtain Permit to Take Water or EASR, if required.
Surface Water and Stormwater Erosion and siltation during construction	MNR**/MECP/GRCA	The following stormwater management measures are recommended for each of the right-of-way outlet locations. These recommendations are made on the basis of the analysis presented in the preceding sections and are designed to: • Minimize the delivery of sediments and associated pollutants to receiving watercourses. • Minimize the impact of road salt on the local vegetation and receiving watercourses. • Minimize the impact of increased flows on receiving watercourses. • Minimize potential erosion within the drainage system, and within the local receiving watercourses.
Fish and Fish Habitat:	DFO / MNR	• Inventory fish during detail design; check for Species at Risk. • In-water works restricted to outside warmwater fishery guideline of March 15 – July 15. • Provide erosion and sediment controls within 50 m of all watercourses to minimize the delivery of sediments and associated pollutants to receiving watercourses. • Ensure installed culverts are not ‘perched’, allowing for free fish passage. • Minimize the impact of road salt on the local vegetation and receiving watercourses. • Minimize the impact of increased duration and quantity of flows on receiving watercourses during storm events. • Minimize potential erosion at all road crossing streambanks and within the local receiving watercourses.

Wildlife Crossings	MNR / MECP	• Consider wildlife passage culverts and permanent wildlife guide fencing to permit wildlife passage across roadway at:
		  • Culverts WC1 and WC5,
		• As well as between terrestrial habitats between:
		  • Woodlots WL4 & WL5, and Hedgerows H6 & H7

* Ministry of Environment Conservation and Parks (MECP)
** Ministry of Natural Resources (MNR)

Mitigation Table

Issue/Concern Potential Effects	Concerned Agency	Proposed Mitigation (prevent, lessen or remedy potential detrimental environmental effects)
SAR	MECP	• Undertake targeted, specialized SAR surveys during Detail Design as required depending on species conservation status designations as they exist at that time. Ensure the design and construction complies with the Endangered Species Act (ESA, 2007)
Migratory Birds	MNR	• Any clearing and grubbing should be completed outside of the active breeding bird season of April 1 to August 31.
Loss of Provincially Significant Wetland (PSW)	GRCA*	• Narrowing of roadway through PSW. • Utilize Best Management Practices and limit disturbance to wetlands and vegetation. • Limit vegetation removal, where feasible. • Protect vegetation to remain using tree protection.
Turtles and Turtle Habitat	MNR	• Conduct turtle basking survey during detail design to confirm species presence. • Install silt fencing before turtle nesting season (May 15 to July. 30). • Protect and buffer active nests. • Avoid groundwater alteration in nearby wetlands and creeks between October 1 and April 1 during turtle hibernation.
Significant Woodlots	MNR	• Avoid clearing specimen trees and limit tree clearing. • Provide wildlife passages and guide fencing to link bisected wildlife habitats.
Wildlife Habitat	Loss of wildlife habitat including removal of vegetation and tree canopy. Loss of bat roosting trees on Golf Road.	To reduce impacts to nocturnal wildlife, lighting will be reduced along this portion of Golf Road and will include mitigation measures to limit dispersal into the woodland areas (use of cut-off lighting). Retain very old Oak tree on east side of Golf Road as a heritage tree. Bat condo structures are proposed for construction, at two locations to be determined, away from the edge of the tree line, near a watercourse. • Within Woodlot WL4 at lowest elevation near north end of woodlot. • Within Woodlot WL5 near watercourse WC1

* Grand River Conservation Authority (GRCA)
** Ministry of Citizenship and Multiculturalism
*** Department of Fisheries and Oceans Canada

Mitigation Table

Issue/Concern Potential Effects	Concerned Agency	Proposed Mitigation (prevent, lessen or remedy potential detrimental environmental effects)
Water Quality and Stormwater	GRCA / MECP	• Provide a Stormwater Management Plan.
Archaeological	MCM**	• Stage 2 Archaeological Field Assessment will be undertaken within newly acquired property. • Secure clearance as required by the Ministry of Citizenship and Multiculturalism (MCM). • Should previously undocumented (i.e., unknown or deeply buried) archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the Ontario Heritage Act. • The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police or coroner and Registrar of Burial Sites, Ontario Ministry of Government and Consumer Services at 416-212-7499 and FBCSARegistrar@ontario.ca.
Noise	City	Municipal Noise By-laws are to be followed during construction adjacent to residential areas.
Management of Surplus Materials	MECP	OPSS 180 apply MECP “Management of Excess Materials in Road Construction and Maintenance Guidelines”. Management and Disposal of Wet Soils.
Driveways modification and property required Alignment and grade changes	Property Owners	Normal property negotiations during detail design. Landowner mitigation to be determined.
Impacts to Farming Operations	Property Owners	Maintain existing field access and tile drainage headers to be identified and accommodated.
Lighting	GRCA	Provide cut-off lighting through PSW.
Utilities		Liaison during detail design.
Changes to Emergency Services		Liaison during detail design.

** Ministry of Citizenship and Multiculturalism

Mitigation Table

Issue/Concern **Potential Effects**	**Concerned Agency**	**Proposed Mitigation** **(prevent, lessen or remedy potential detrimental environmental effects)**
Permits and approvals	MTO MECP GRCA	Permit Control Area (PCA) Permit to Take Water or EASR, if required. Permit for development and interference with wetlands, shorelines and other hazard lands under Ontario Regulation 41/24.
Consideration of Indigenous Peoples wants, needs and values and Indigenous Knowledge	Six Nations First Nation	• Inclusion of species of importance to the Six Nations (reviewing current significant native plant and species lists) • Consultation and permission for consideration of harvesting rights • Consultation and permission for archaeological studies • Design of wildlife corridors according to Best Management Practices across roadways (consideration of dry benches in culverts, embedment for natural substrata and/or exclusion fencing) • Consideration of lighting, to limit impact on nocturnal and crepuscular fauna (cut-off lighting to promote dark skies and desirable wave lengths for animals)

Next Steps

Following this Public Information Centre, we will:

- Review all comments and prepare a PIC No. 2 Summary Report.
- Refinements to the Technically Preferred Plan.
- Complete Environmental Study Report (ESR).
- 30-day public review period.

How can you remain involved in the Study?

- Request that your name/email be added to the Study Mailing List.
- Provide a comment by **November 21, 2025.**
- Contact the City or Consultant at any time by sending an email to ParisGolfRoadEA@brantford.ca

Thank you for your participation in this Public Information Centre.

Your input into this project is valuable and appreciated.

Any comments received will be collected under the *Environmental Assessment Act* and the *Freedom of Information and Protection of Privacy Act*. Personal Information you submit will become part of the public record that is available to the general public unless you request that your personal information remain confidential.