

Welcome!

City of Brantford

West Brant Access Route and Colborne Street West Improvements EA

Welcome to the Public Information Centre. This is the third public consultation event for the West Brant Access Route (formerly Oak Park Road Extension 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 (WestBrantAccessEA@brantford.ca) or contact one of the following by **March 13, 2026**:

James Clarke, C.E.T., PMP
City of Brantford
Senior Project Manager
Phone: 519-759-4150 ext. 5198

Steve Taylor, P.Eng.
BT Engineering Inc.
Consultant Project Manager
Phone: 519-672-2222

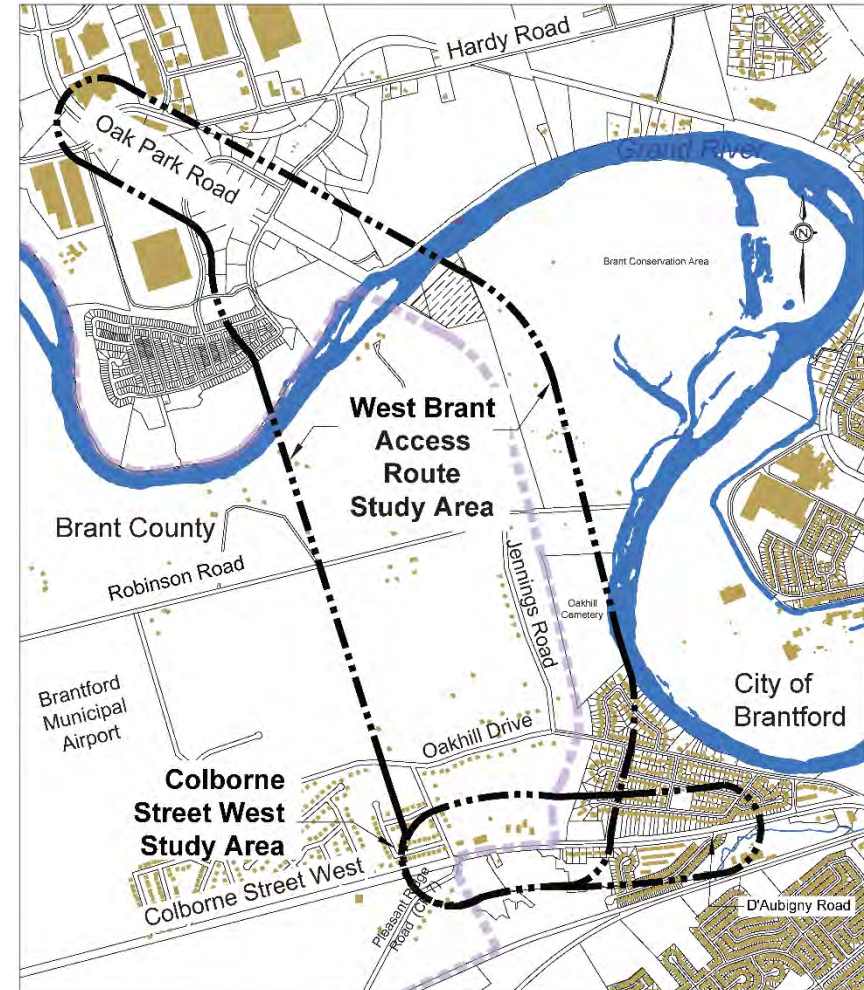


Introduction

The City of Brantford has initiated two Environmental Assessment (EA) Studies.

- West Brant Access Route from Oak Park Road to Colborne Street West
 - Recommencement of the Oak Park Road Extension EA Study
 - Two Public Information Centres were held for the Oak Park Road Extension EA
- Colborne Street West between County Road 7 and D'Aubigny Road
 - Geometric and operational improvements
- These studies will be carried out as Schedule C EAs under the Municipal Class EA (MCEA) (2024).

The projects are being undertaken as separate Class EA studies but are proceeding concurrently due to their proximity and interdependence.



Purpose of Public Information Centre (PIC)

The purpose of the 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 presents:

- The Study and Problem and Opportunity Statement.
- An overview of the MCEA Process.
- Analysis and Evaluation of Alternative Planning Solutions and Preliminary Design Alternatives.
- Technically Preferred Plan and Mitigation.
- Refinement alternatives for south connection to Colborne Street West.
- Next Steps.

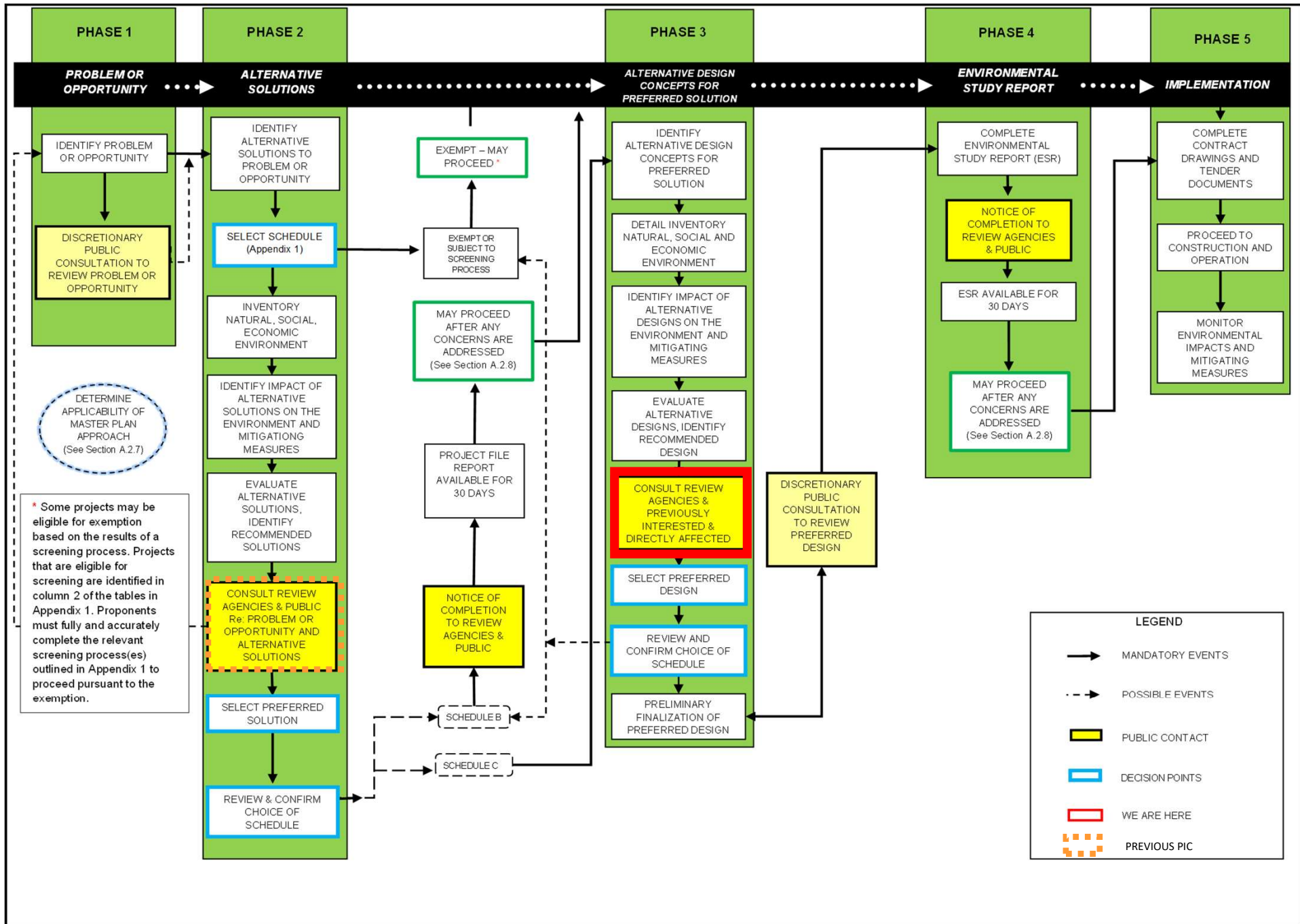
MCEA Process

The Municipal Class Environmental Assessment (MCEA) process follows 5 phases (shown 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, 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 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-Indigenous 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.



Need and Justification

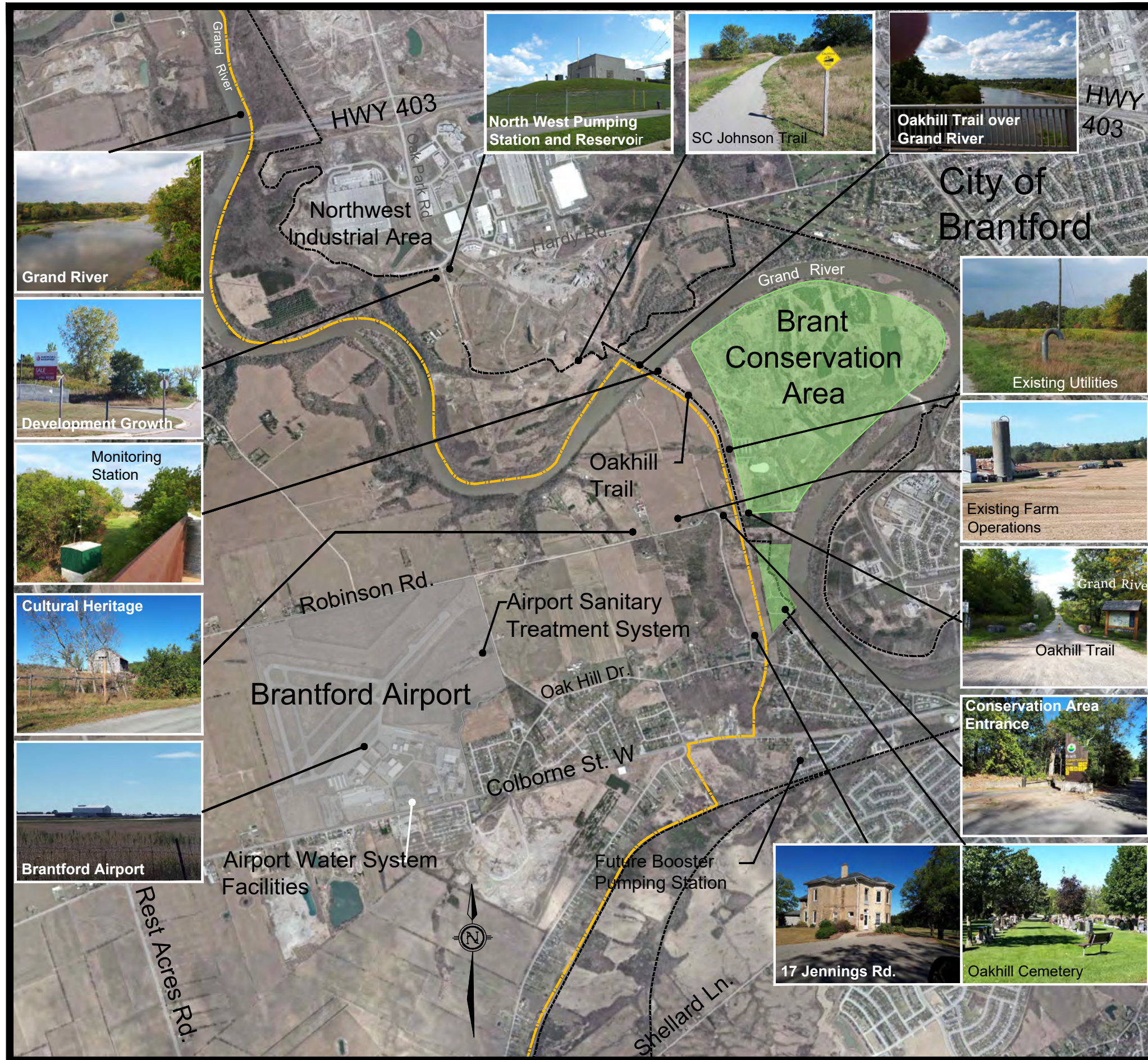
The need for the extension of Oak Park Road from Hardy Road South to Colborne Street West including a third crossing of the Grand River was identified and justified in 1981.

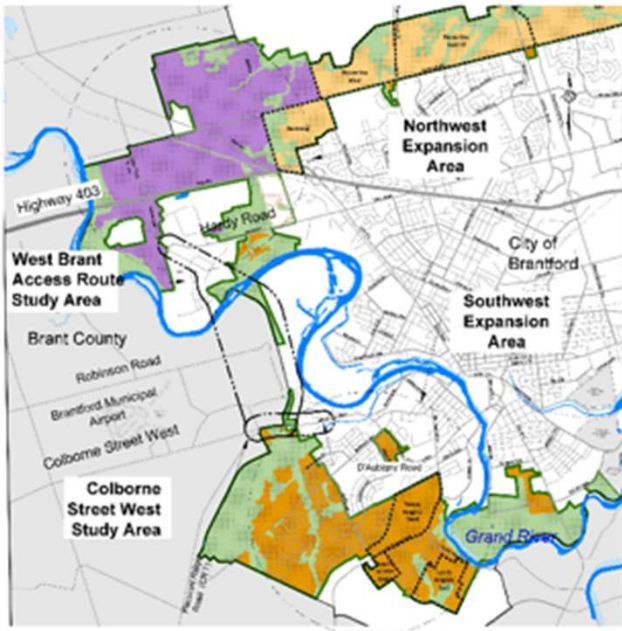
Planning for the extension is included in the City's Official Plan and Transportation Master Plans (TMPs), the Oak Park Road Extension Feasibility Study and Strategic Transportation Review.

Colborne Street West is a major arterial, and widening is needed to address future growth.

A TMP update is underway and continues to recommend both these projects.

Constraint Map

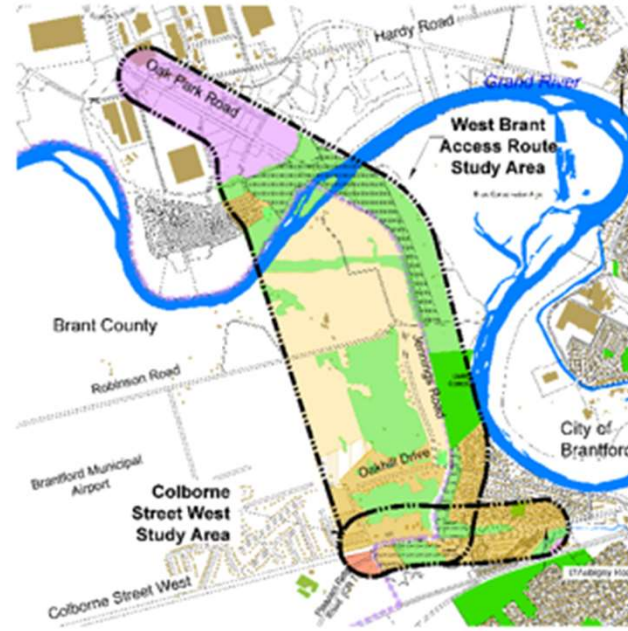




Designated Greenfield Area Density and Block Plan Boundaries

- Legend**
- Designated Greenfield Area
 - Density target of 55 residents and jobs combined per hectare
 - Density target of 60 residents and jobs combined per hectare
 - Density target of 25 jobs per hectare
 - Core Natural Areas
 - Expansion Areas
 - Study Areas

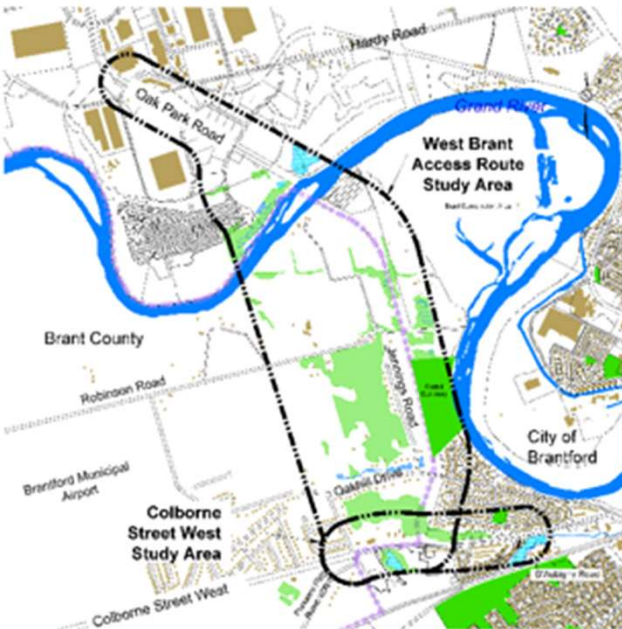
Source:
1. City of Brantford Official Plan, Schedule 2 Growth Management; and
Schedule 3 Land Use Plan, 2024



Official Plan Designations

- Legend**
- Agricultural
 - Core Natural Areas / Natural Heritage
 - Residential/Village Developed Area
 - Village Community Lands
 - General Employment
 - Rural
 - Designated Greenfield Area
 - City Limits
 - Study Areas

Source:
1. City of Brantford Official Plan, Schedule 1 Growth Management and Schedule 3 Land Use Plan, 2024
2. Brant County Official Plan 2024, Schedules A and A-12 Land Use Plan and Designations Data, 2024



Natural Heritage Features

- Legend**
- Woodlands
 - Provincially Significant Wetland
 - Unevaluated Wetland
 - Watercourse
 - Potential SAR Grassland Habitat
 - City Limits
 - Study Areas

Source:
1. Fish & Wildlife Branch, Environment Canada, 2018



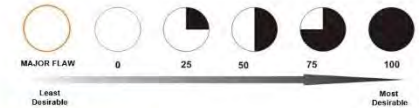
Bikeways and Trails

- Legend**
- Off-Road (Trail)
 - On-Road
 - Multi-Use Path
 - Proposed Off-Road
 - Proposed On-Road
 - Proposed Multi Use Path
 - Connection to Brant County
 - City Limits
 - Study Areas

Source:
1. City of Brantford Official Plan, Schedule 11 Bikeways and Trail Network Plan, 2024
2. Figure 22 Updated Map of Planned Cycling Infrastructure (2023), City of Brantford, 2023
3. Brant County Official Plan Growth Plan, Schedule 2.4-10 Mobility Network and Transportation Data, 2024

Assessment of Alternative Planning Solutions

The Assessment of Alternative Planning Solutions was completed during Phase 1 of the Oak Park Road Extension EA Study, see below.



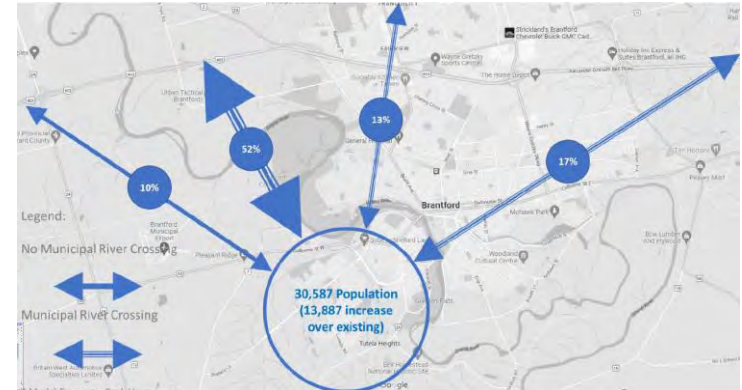
New Alternative Solution (# 2-6 Combined)

Category	Alternative 1:	Alternative 2:	Alternative 3:	Alternative 4:	Alternative 5:	Alternative 6:	Alternative 7:
	Do Nothing	Improve Transit, Active Transportation and Transportation Demand Management	Implement Localized Intersection Improvements	Improve Alternate Roadways	Implement Localized Intersection Improvements and Improve Alternate Roadways	Limit Development of Surrounding Lands	Construct New Roadway Crossing Grand River
Transportation	○	○	○	◐	◐	○	●
Land Use Planning Objectives	○	○	◑	◐	◐	○	●
Natural Environment	◐	●	◑	◑	◑	●	◑
Social Environment	●	●	◐	◑	◑	◐	◐
Cultural Environment	●	●	◑	◐	◐	●	◑
Economic Environment	◑	◐	◐	◑	◑	◑	◐
First Nation & Indigenous Communities	●	●	◐	◐	◐	●	◑
Other	●	●	◐	◐	◐	●	◑

Transportation/Traffic

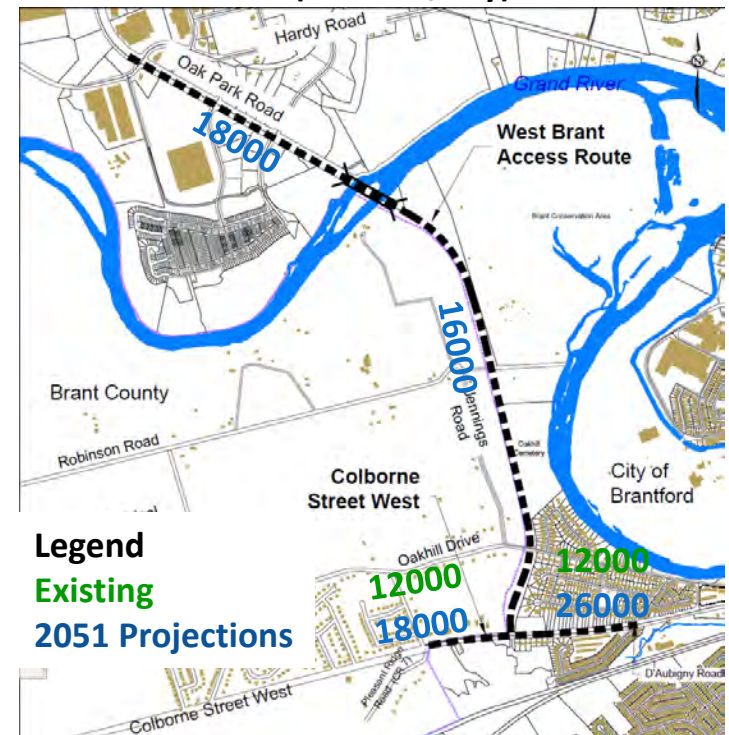
- The need for the future 4-lane access road was identified in a series of Transportation Master Plans and a 2023 Strategic Transportation Review
- Traffic volume and demand will increase due to:
 - Planned Growth in the Southwest Residential Area
 - Northwest Employment Area
- By 2051 (25-year horizon) the Proposed Brant West Access Road is projected to carry an estimated 16,000 vehicles/day.
- The projected growth in traffic over time can be accommodated by providing a 2-lane wide extension initially, from Wright Street to Oak Hill Drive, with subsequent expansion to 4-lanes based on the pace of development.

Southwest Residential Area – Future Travel Markets



Source: 2023 Strategic Transportation Review

Traffic Demands (vehicles/day)



Legend
 Existing
 2051 Projections

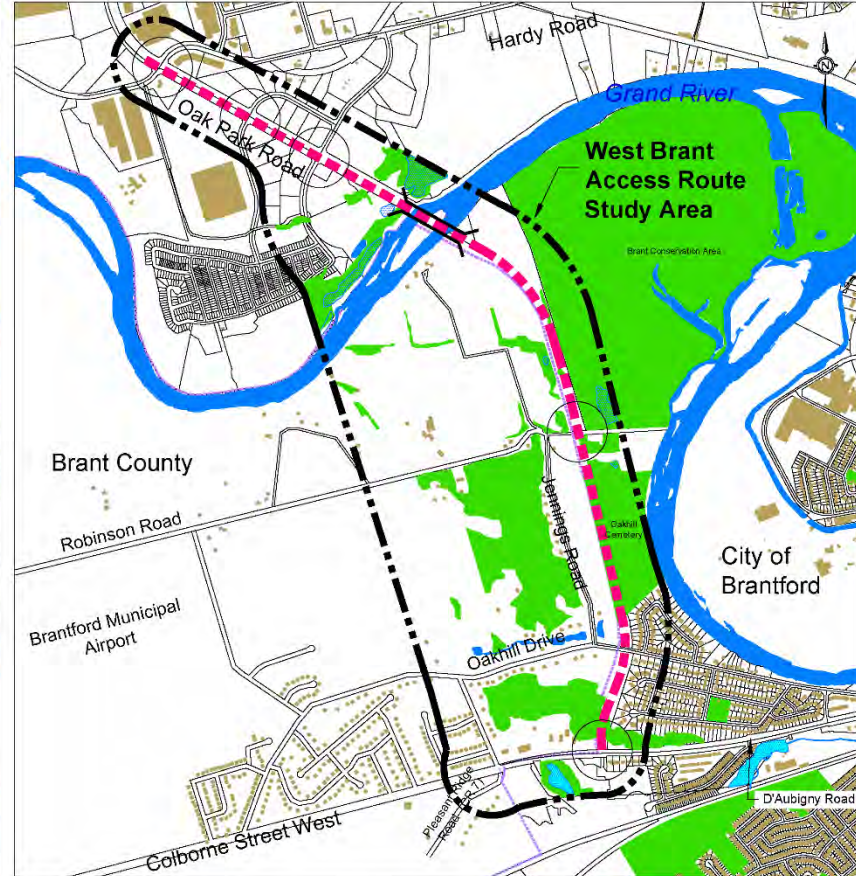
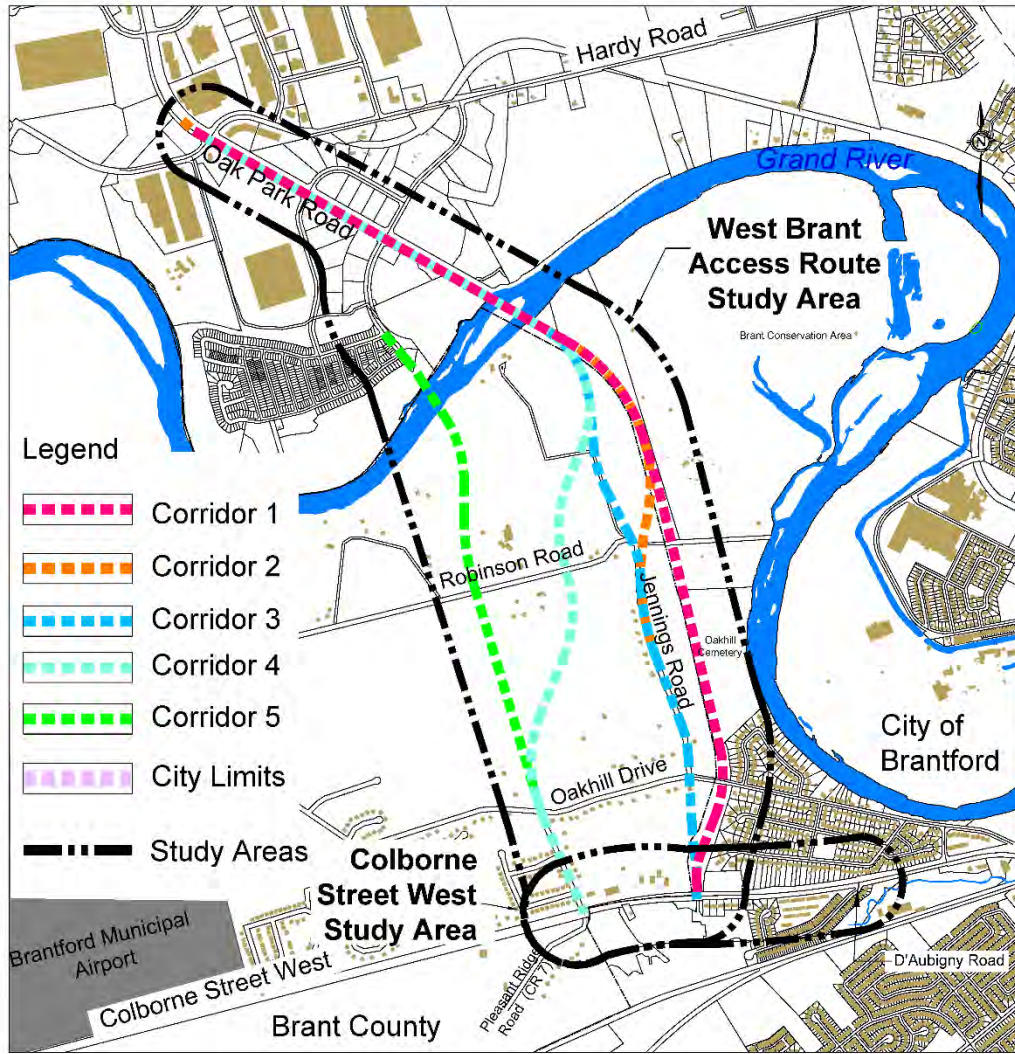
Existing Conditions

The following environmental inventories and technical investigations have been completed or are ongoing:

- Noise assessment to determine the existing sound levels for Noise Sensitive Areas
- Natural environment inventories of the existing aquatic and terrestrial environment
- Archaeological assessments
- Cultural Heritage Assessment of existing built and landscape heritage features
- Drainage/stormwater management to assess the infrastructure needs
- Hydraulic assessment of the Grand River bridge crossing
- Fluvial geomorphology to assess erosion hazards and review the sediment transport of the Grand River

Available reports are on the Resource Table.

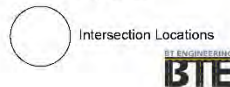
Corridor Alternatives



West Brant Access Route Corridor 1



Environmental Assessments



Technical Coarse Screening Recommendation

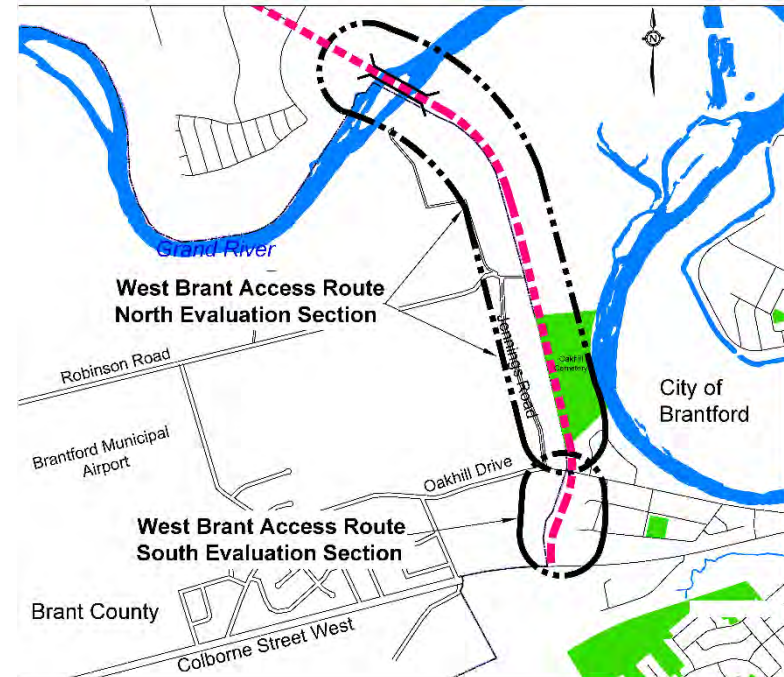
Corridor 1 is the only alternative that is generally within the City limits and is recommended as the **Technically Preferred Corridor Alternative**. This preliminary recommendation provides the following features:

- Improves safety and connectivity of the arterial road network;
- Allows connection to the northwest expansion area to/from southwest growth area, Highway 403 and provides a new crossing of the Grand River.

Additional alternatives along Corridor 1 were assessed in greater detail, including:

- North Alignment Alternatives (Grand River crossing)
- South Alignment Alternatives (Oakhill Drive southerly to Colborne Street West)

The detailed Analysis and Evaluation Report is available at the Resource Table.



Analysis and Evaluation of Preliminary Design Alternatives

The analysis and evaluation of the Preliminary Design Alternatives was undertaken using a comprehensive evaluation methodology referred to as the Multi Attribute Trade-off System (MATS) method. The following evaluation factor groups were considered:

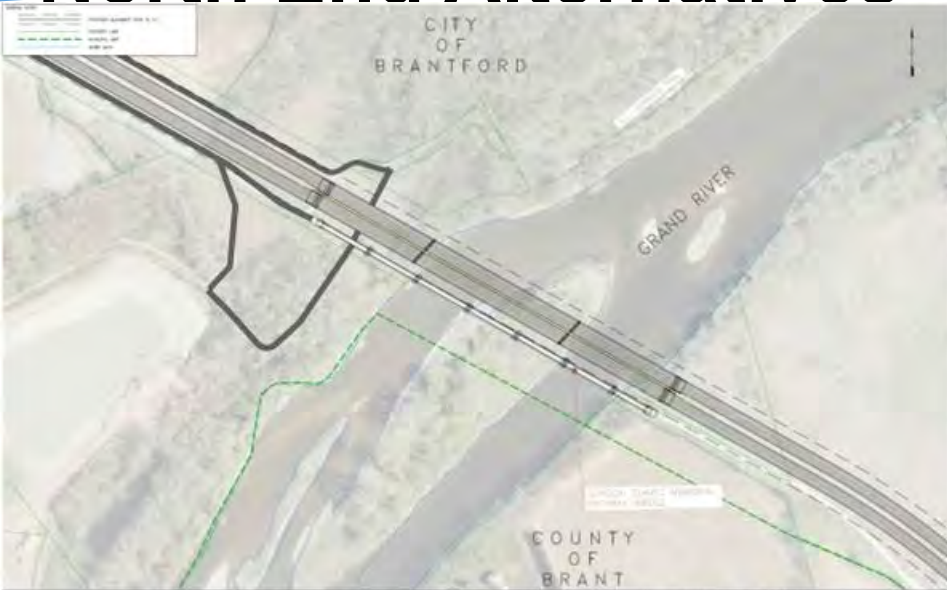
- Transportation
- Engineering (north alternatives only)
- Natural Environment
- Cultural Environment
- Social-Economic Environment
- Land Use and Property
- Cost

The factor groups are made up of measurable criteria (sub-factors) used to identify relevant benefits and impacts. They define a unit of measure and the relative differences between alternatives. Evaluation data was collected from literature reviews of background documentation and environmental inventories completed for this project.

The MATS method focuses on the differences between alternatives, addresses the complexity of the base data collected and provides a traceable, defensible and replicable decision-making process. The scores for the preliminary design are determined through a process that relates impacts to scores. It eliminates subjective opinions of the individuals undertaking the MATS evaluation process.

The results are presented on the following exhibits.

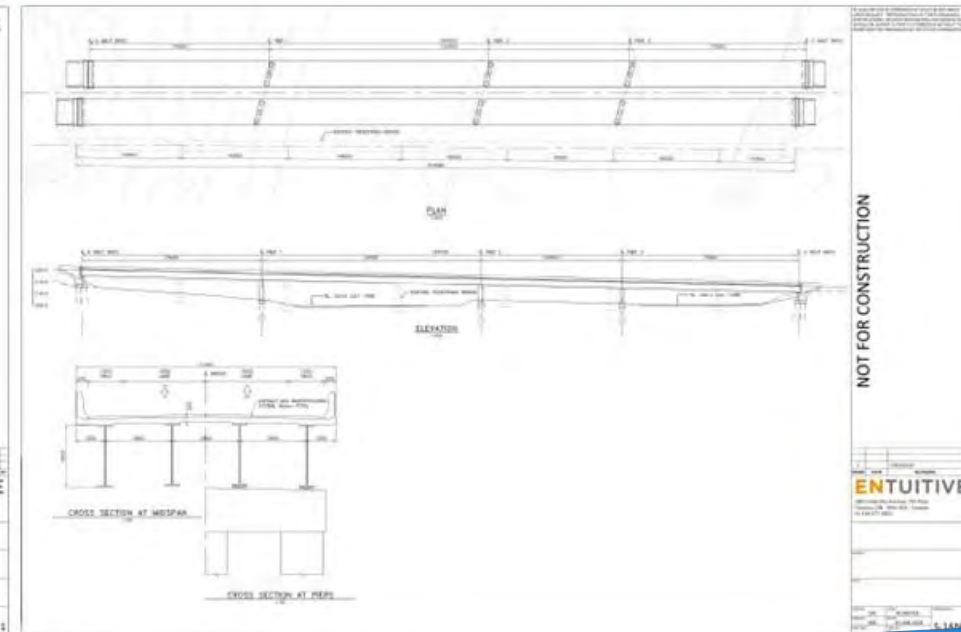
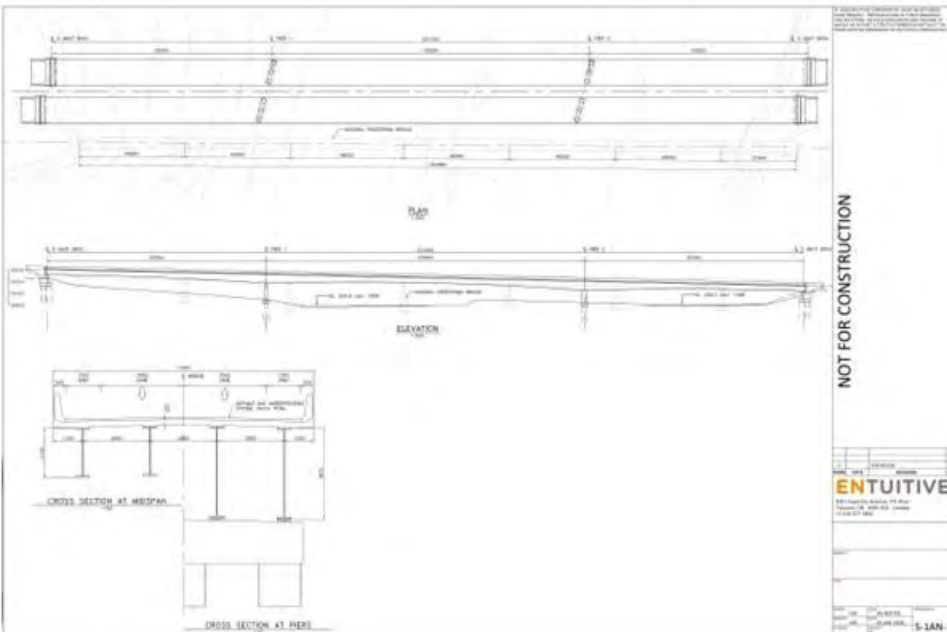
North End Alternatives

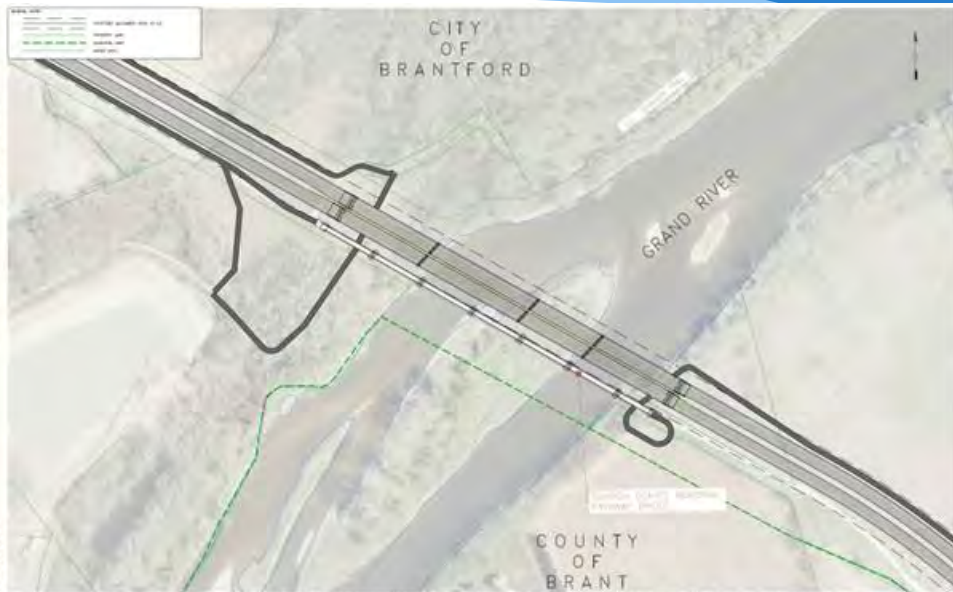
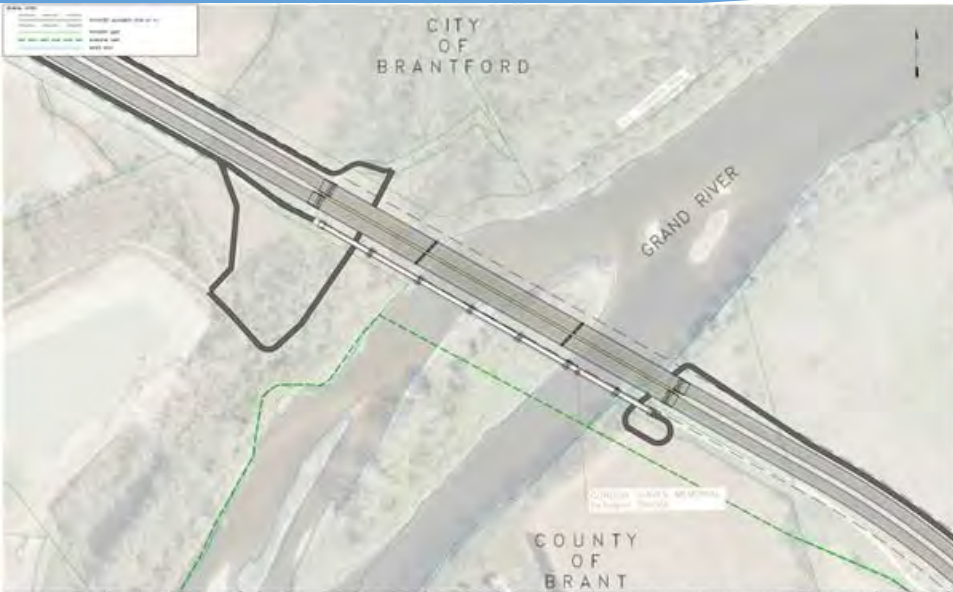


Alternative N-1: Three-Span Bridge on the East Side of the Existing Pedestrian Bridge



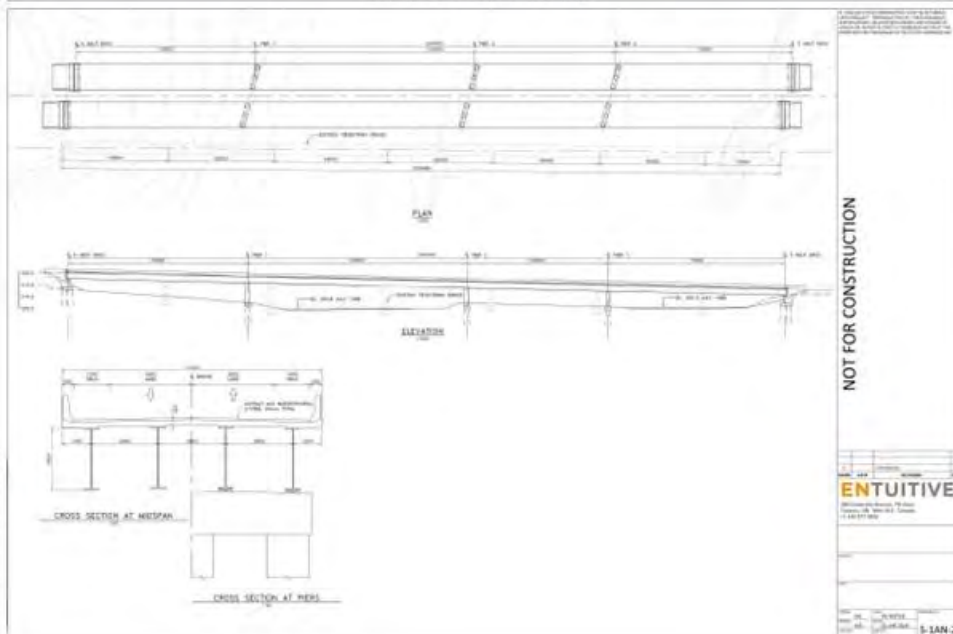
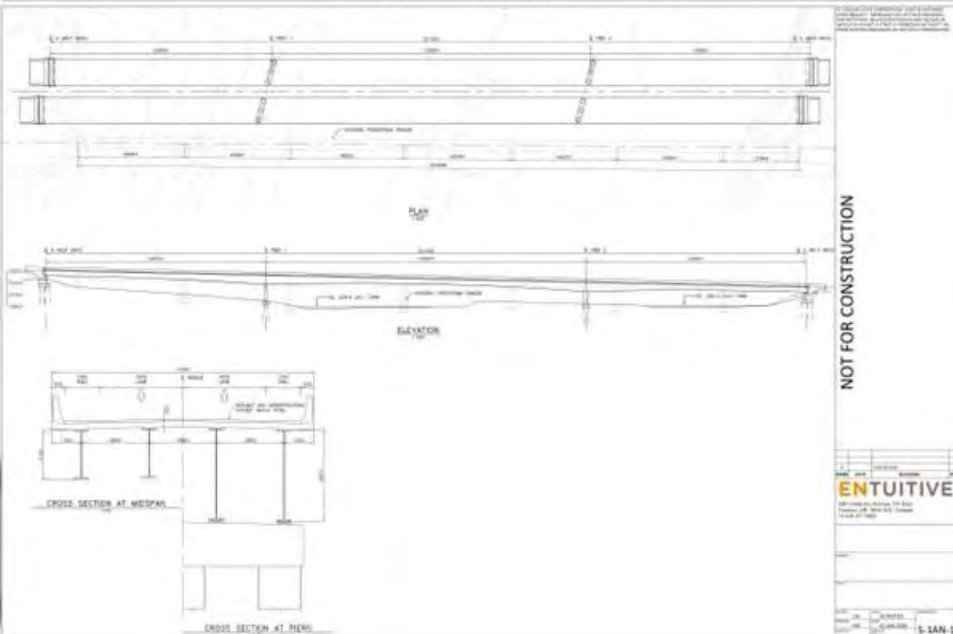
Alternative N-2: Four-Span Bridge on the East Side of the Existing Pedestrian Bridge

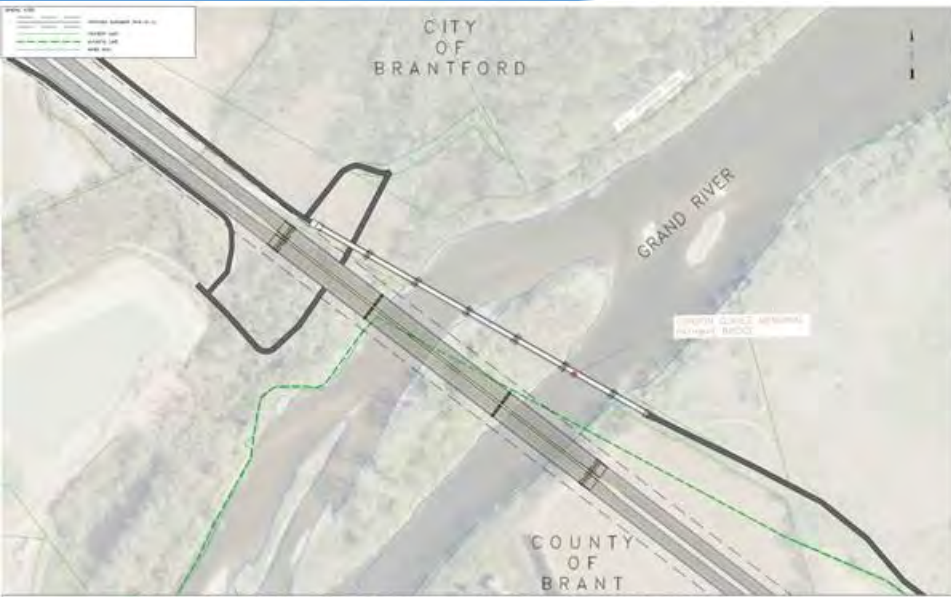




Alternative N-3: Three-Span Bridge on the East Side of the Existing Pedestrian Bridge, with a Pedestrian Loop Connection Beneath the Proposed Bridge.

Alternative N-4: Four-Span Bridge on the East Side of the Existing Pedestrian Bridge, with a Pedestrian Loop Connection Beneath the Proposed Bridge.

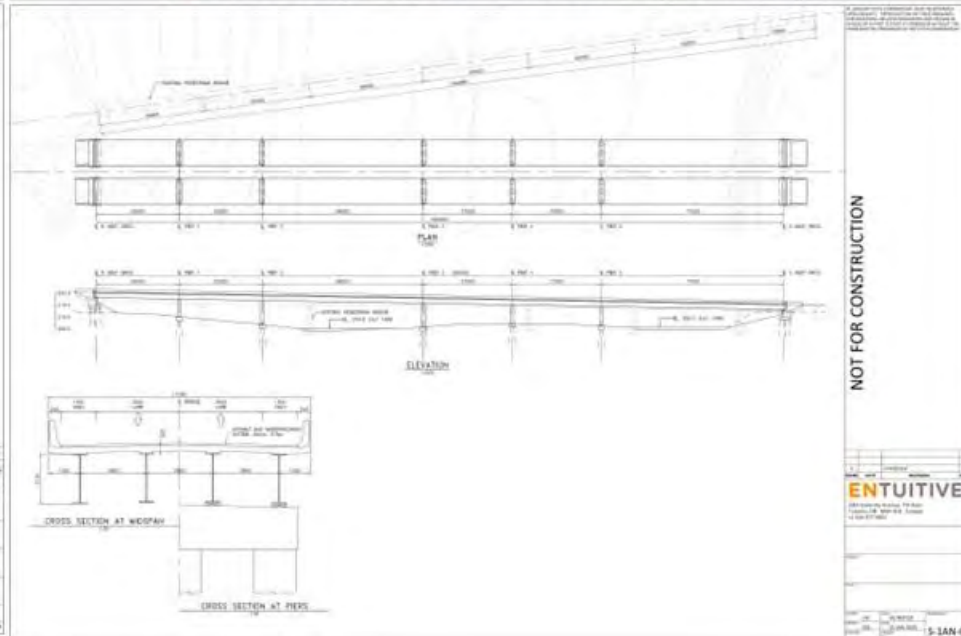
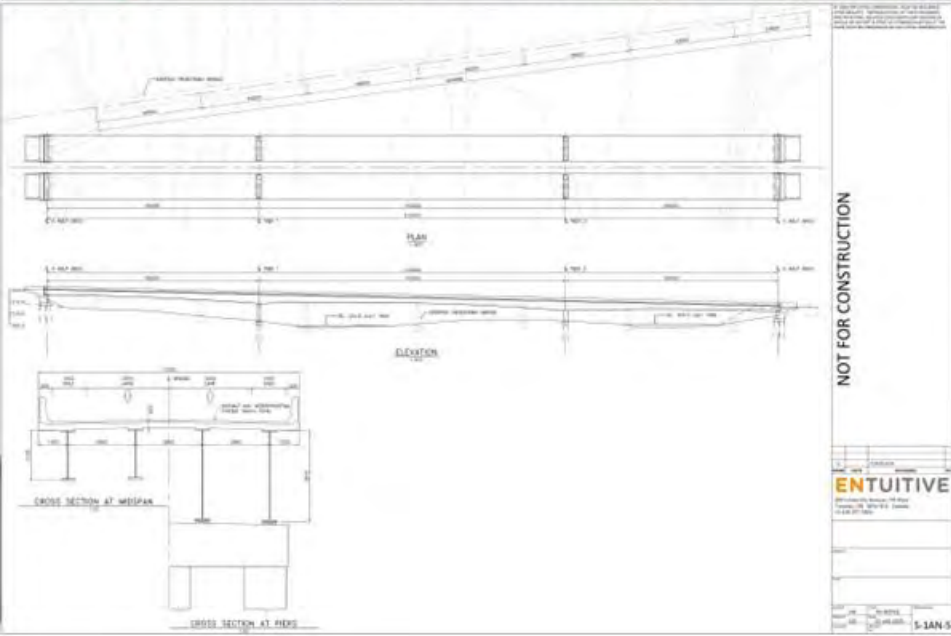




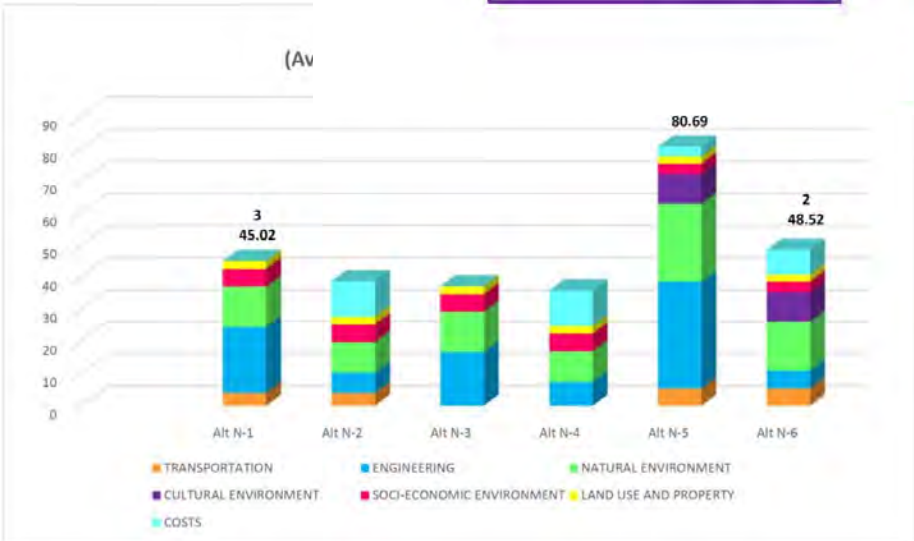
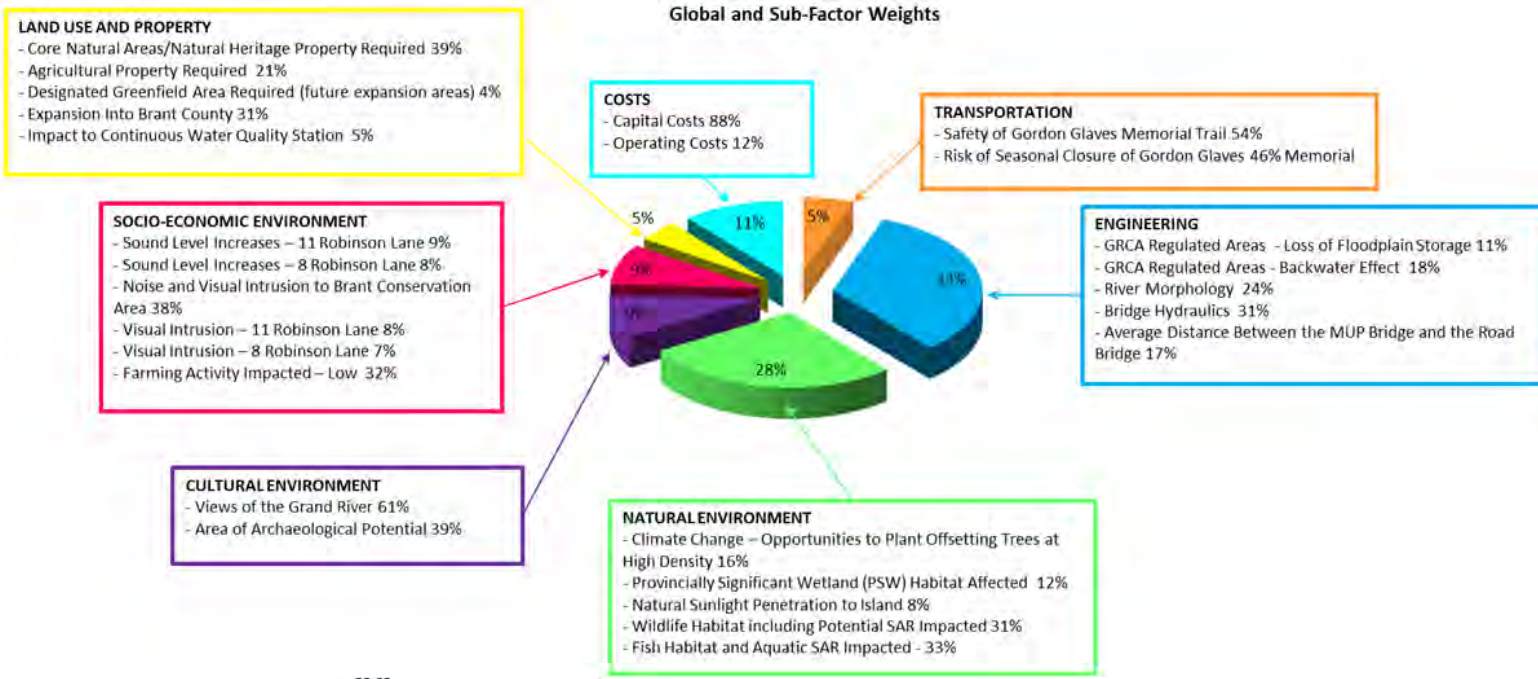
✓ Alternative N-5: Three-Span Bridge on the West Side of the Existing Pedestrian Bridge







Alternative N-6: Multi-Span Bridge on the West Side of the Existing Pedestrian Bridge

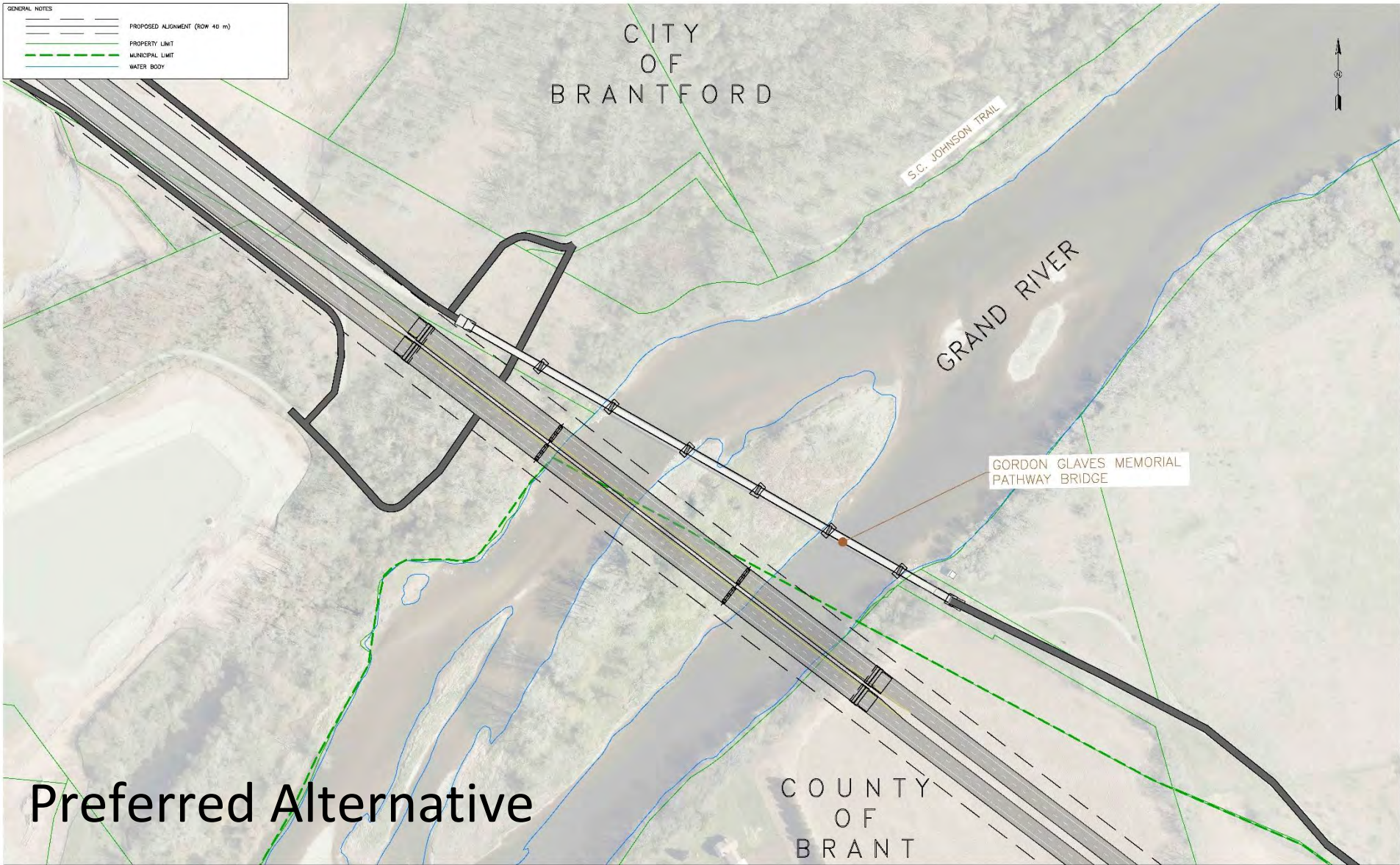


Analysis and Evaluation - North Alternatives



Alternative N-5 is the Technically Preferred Alternative. This alternative includes: a 3-span bridge on the west side of Gordon Glaves Memorial Trail Bridge. The results of the MATS evaluation are shown on this exhibit.

GENERAL NOTES	
	PROPOSED ALIGNMENT (ROW 40 m)
	PROPERTY LIMIT
	MUNICIPAL LIMIT
	WATER BODY

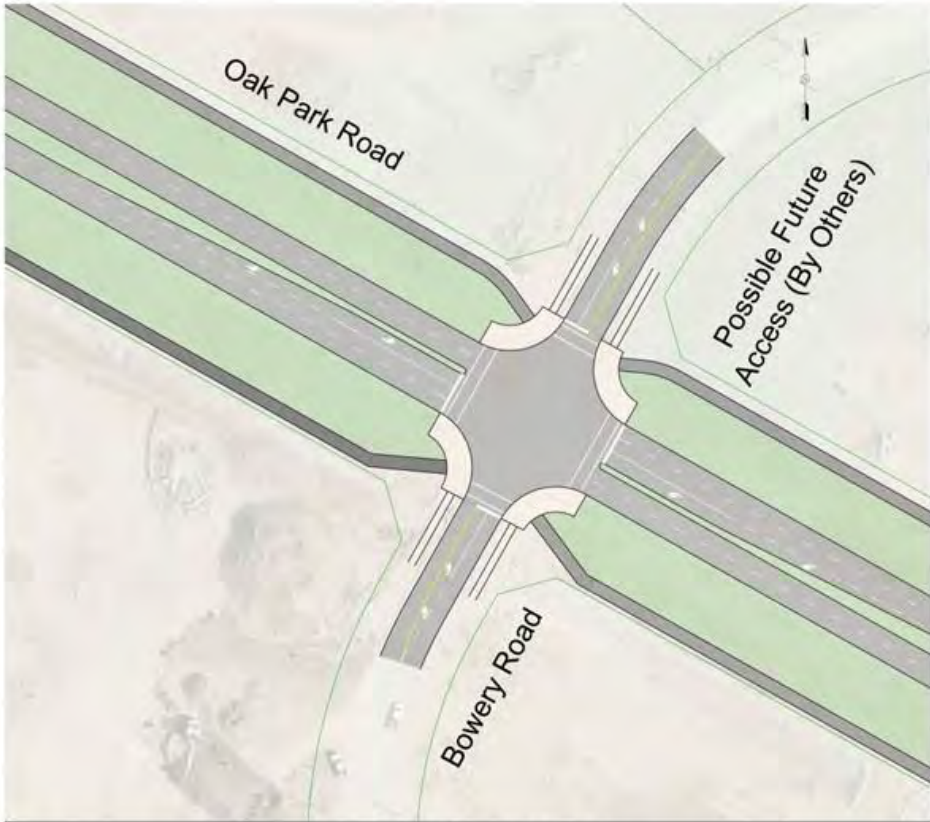


Preferred Alternative

✓ Alternative N-5: Three-Span Bridge on the West Side of the Existing Pedestrian Bridge

Intersection Control – North Intersections Bowery Road

- Legend:
- Property Limit
 - Sidewalk
 - Multi-Use Trail



Signalized Intersection



Roundabout

Intersection Control – North Intersections Wright Street

- Legend:
- Property Limit
 - Sidewalk
 - Multi-Use Trail



Signalized Intersection

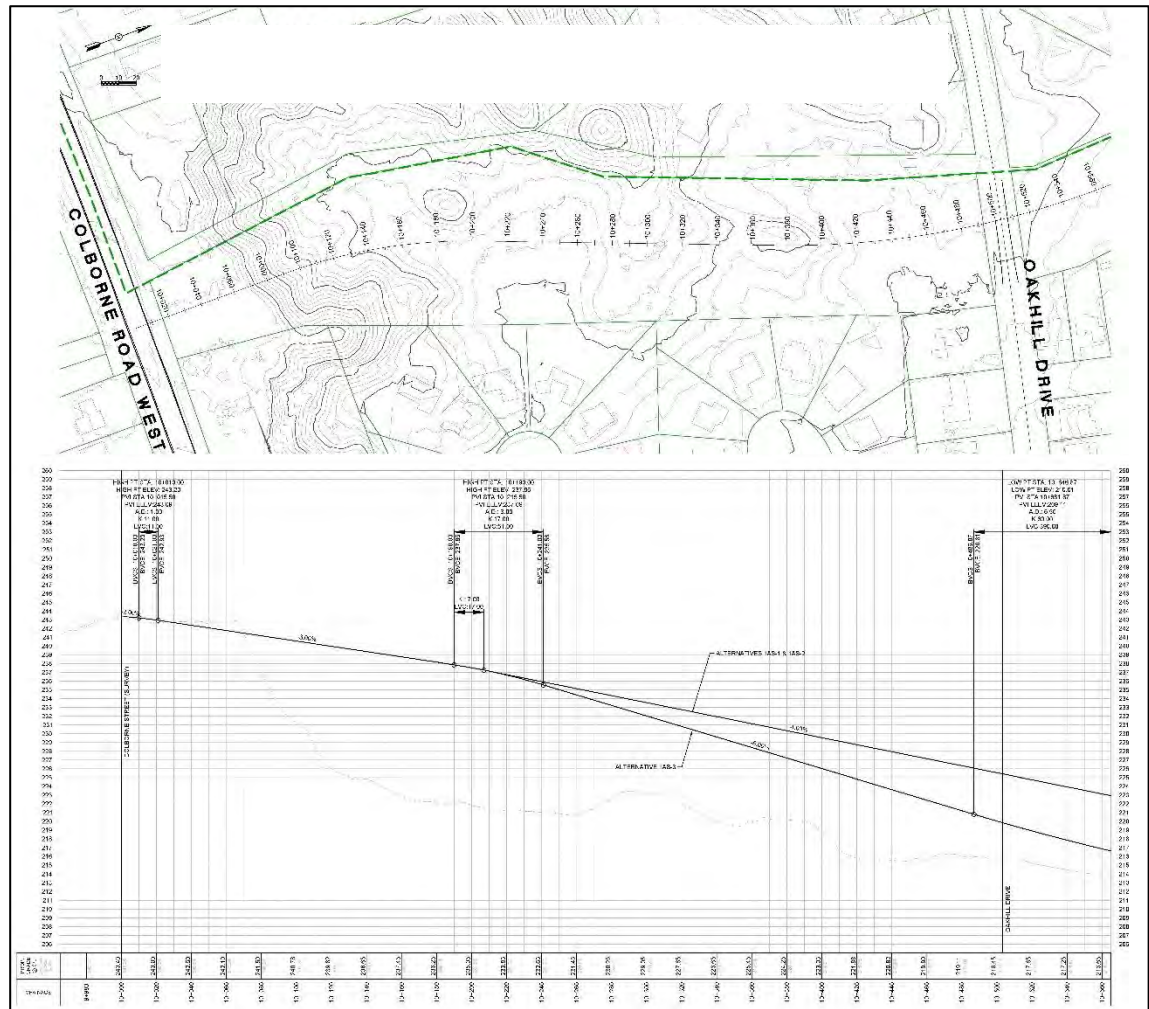


Roundabout

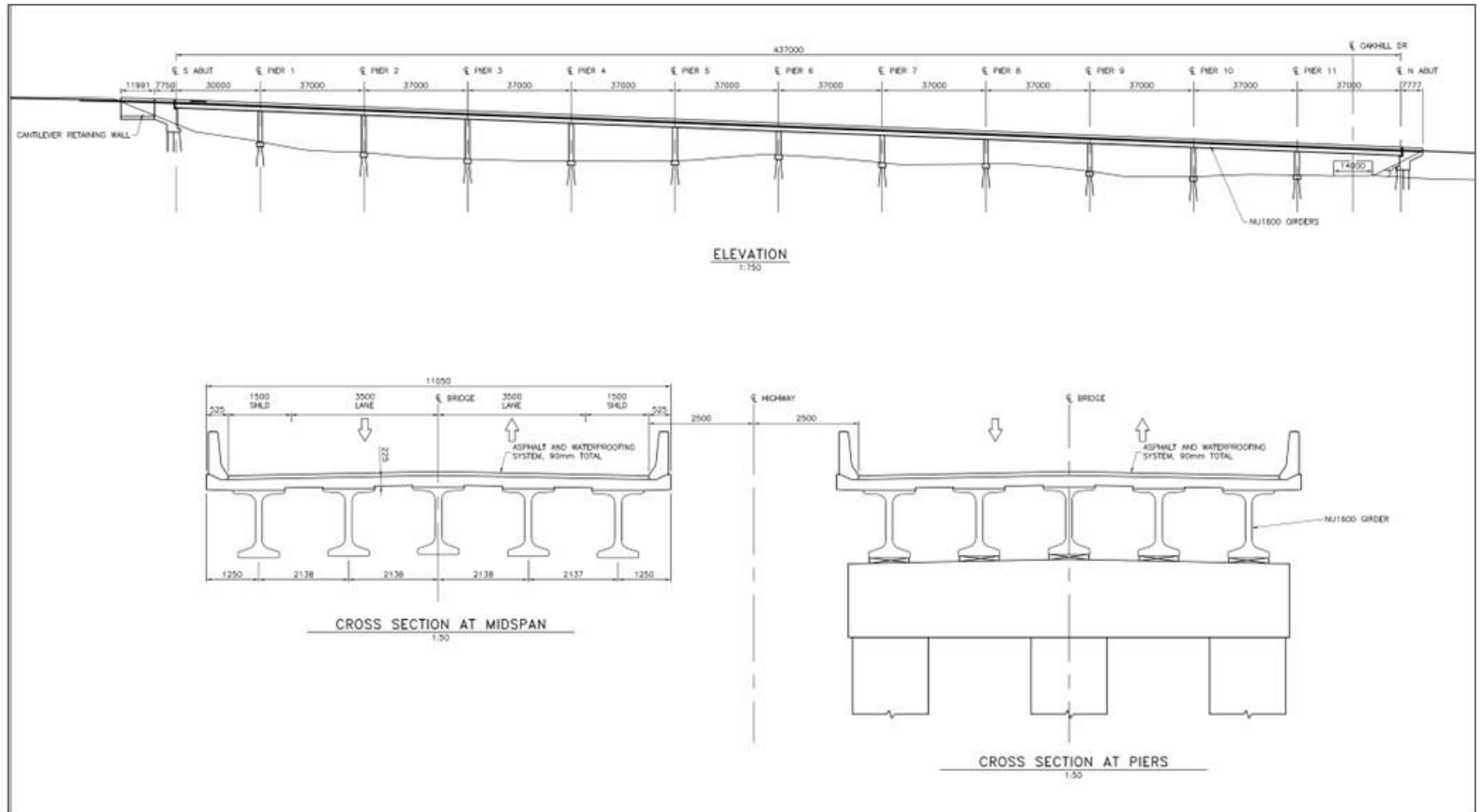
Plan and Profile

South End Alternatives S-1, S-2 and S-3

Alternative	Description
Alternative S1	Bridge over Oakhill Drive - Signals at Colborne Street
Alternative S2	Elevated viaduct from Colborne Street over Oakhill Drive - Signals at Colborne Street
Alternative S3	Oakhill Drive raised (~ 4 m) (no access to extension) - Signals at Colborne Street – Not Carried Forward



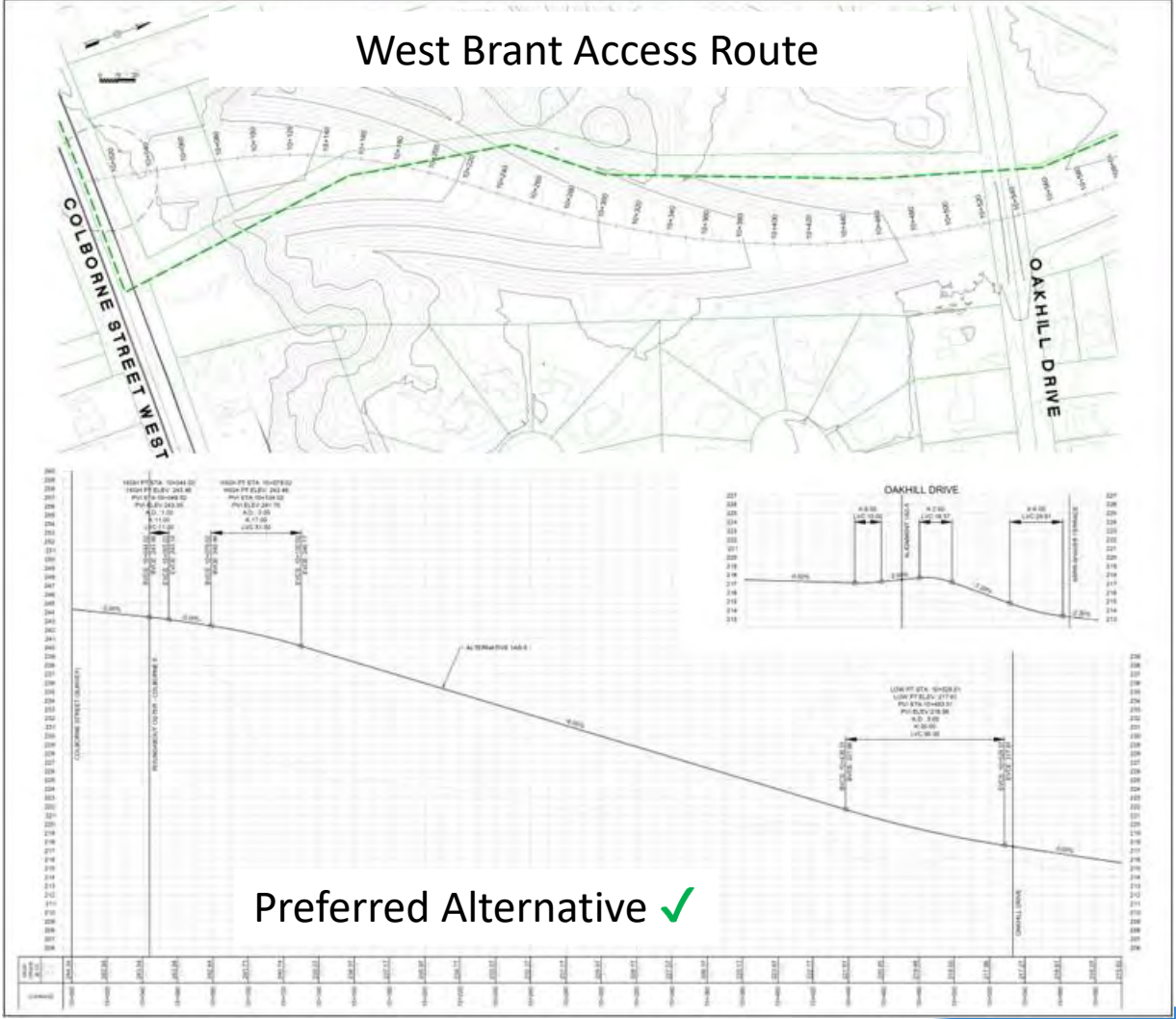
Viaduct and Bridge over Oakhill Alternative S-2



Plan and Profile

South End Alternative 5

Full access to Oakhill Drive – Realign westerly with roundabout at Colborne Street – fill slopes



Analysis and Evaluation South End Alternatives

Alternative S5 is the Technically Preferred Alternative and includes full access to Oakhill Drive and a roundabout at Colborne Street. Requires significant fill in valley. The results of the MATS Evaluation are shown on this exhibit.

LAND USE AND PROPERTY

- Core Natural Areas/Natural Heritage Property Required 54.9%
- Village Developed Area Property Required 5.7%
- Designated Greenfield Area Required (future expansion areas) 1.7%
- Expansion Into Brant County 37.7%

SOCIO-ECONOMIC ENVIRONMENT

- Sound Level Increases 47.1%
- Visual Intrusions to Adjacent Residents 52.6%
- Area of Agricultural Employment Area Required 0.3%

COSTS

- Capital Costs 80%
- Operating Costs 20%

TRANSPORTATION

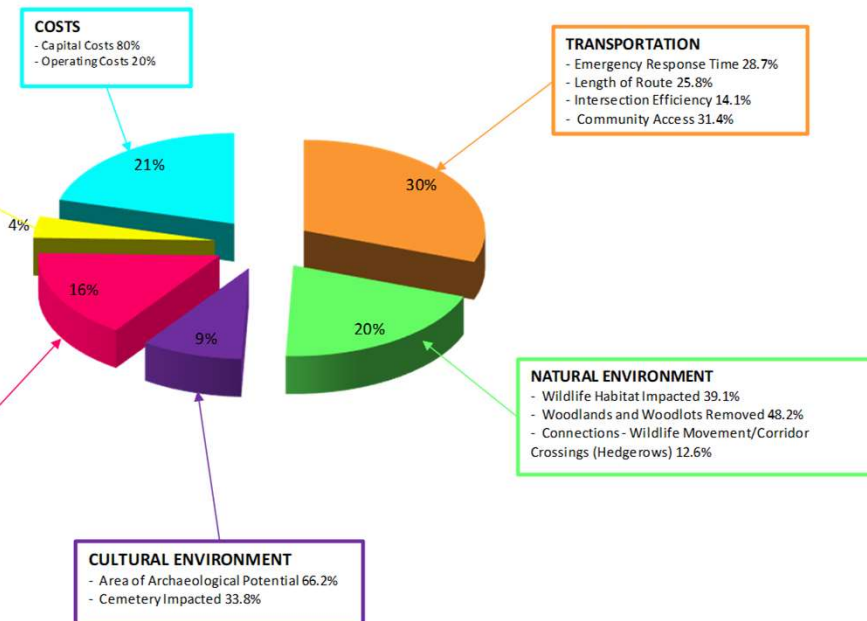
- Emergency Response Time 28.7%
- Length of Route 25.8%
- Intersection Efficiency 14.1%
- Community Access 31.4%

NATURAL ENVIRONMENT

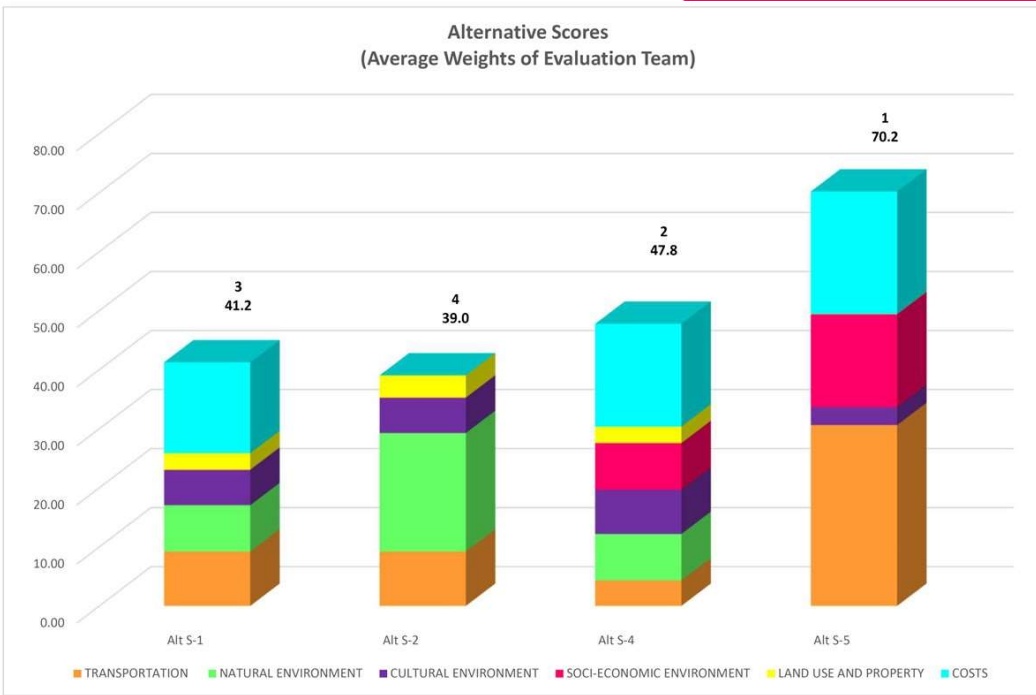
- Wildlife Habitat Impacted 39.1%
- Woodlands and Woodlots Removed 48.2%
- Connections - Wildlife Movement/Corridor Crossings (Hedgerows) 12.6%

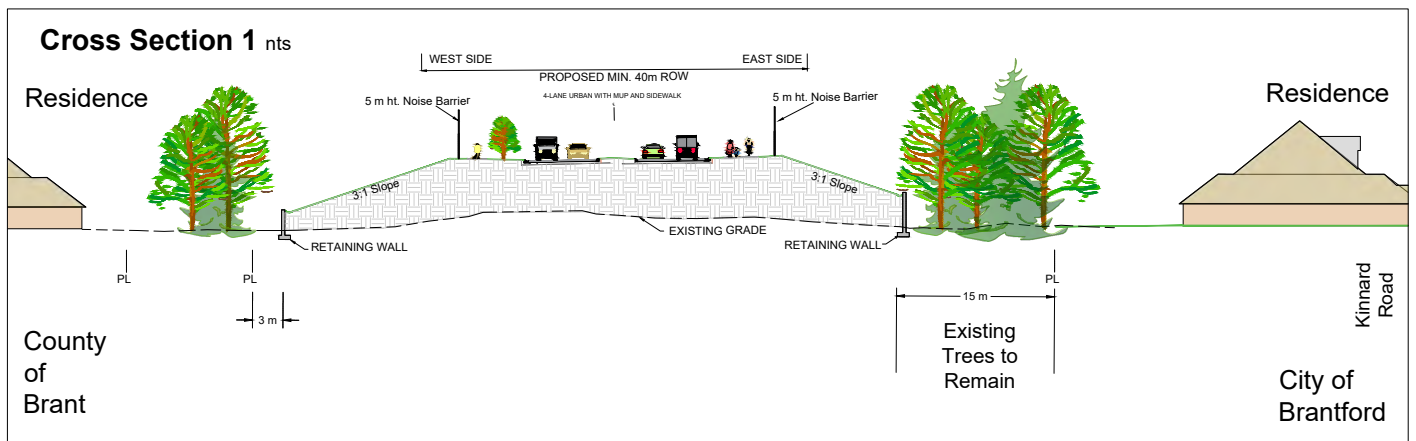
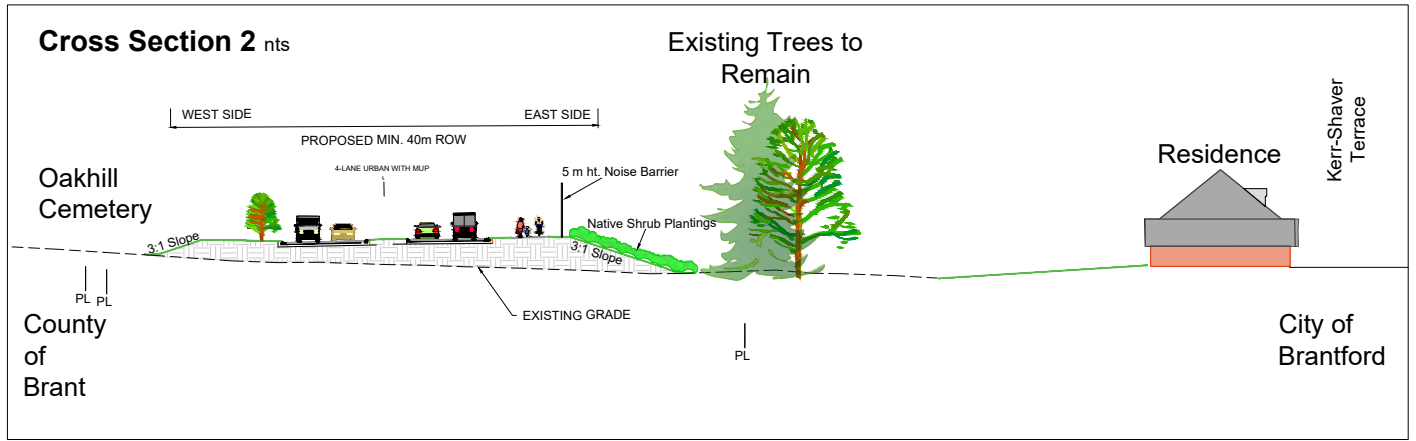
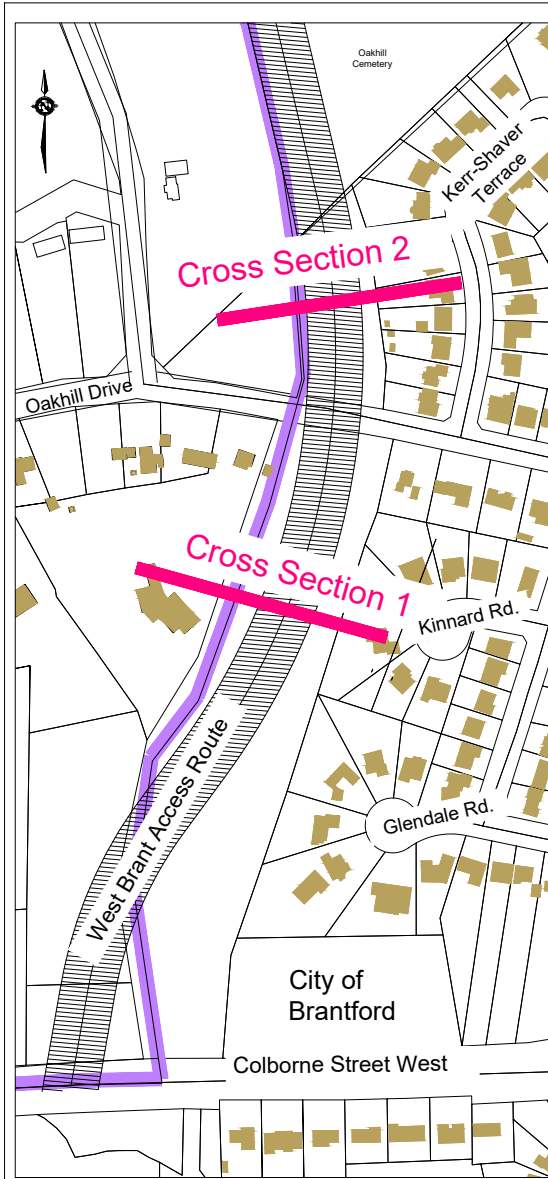
CULTURAL ENVIRONMENT

- Area of Archaeological Potential 66.2%
- Cemetery Impacted 33.8%



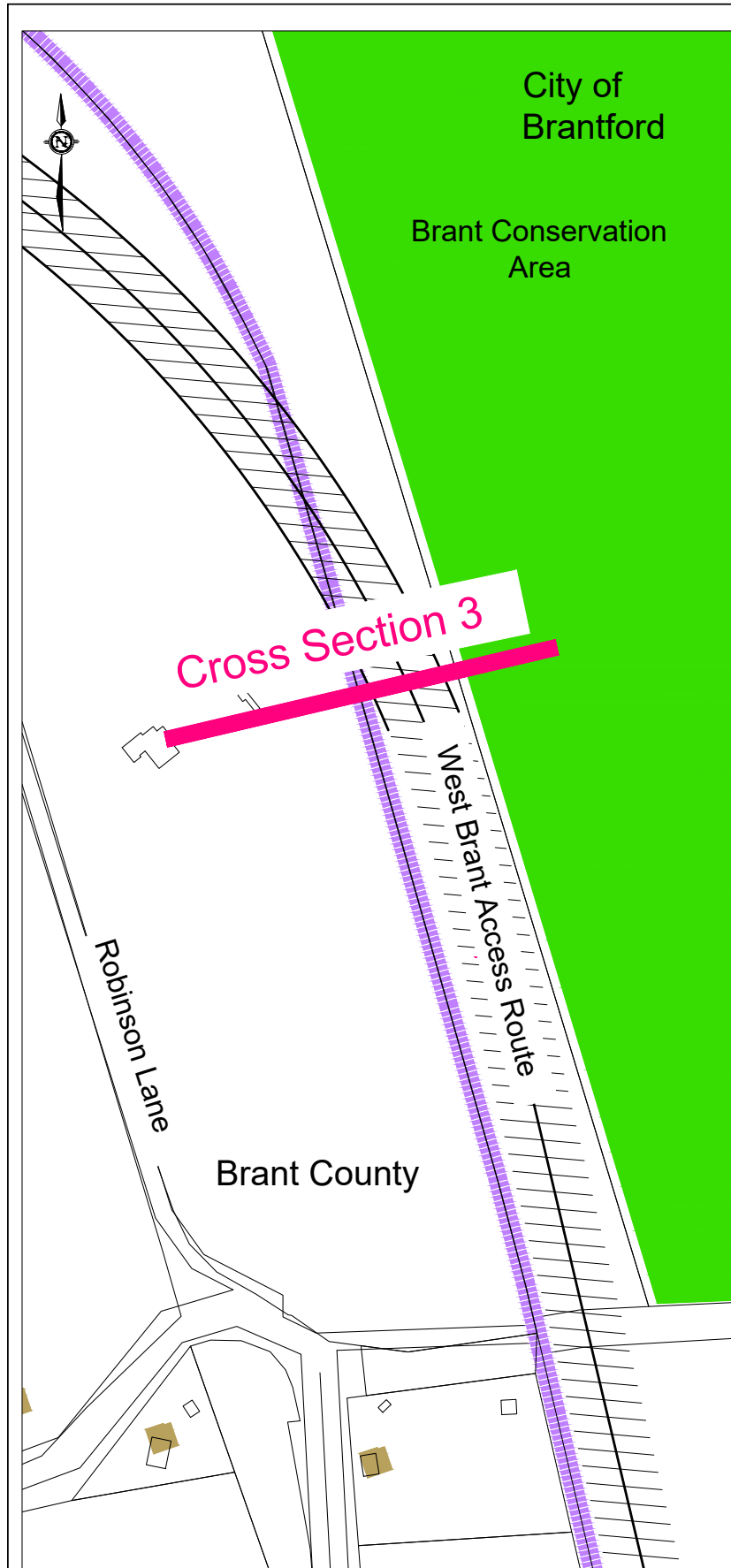
Alternative Scores
(Average Weights of Evaluation Team)





**West Brant Access Route - South
Alignment Alternative S-5
Technically Preferred Alternative and Cross Sections**
NTS

- Legend
- Alignment Alternative S-5
 - City Limits



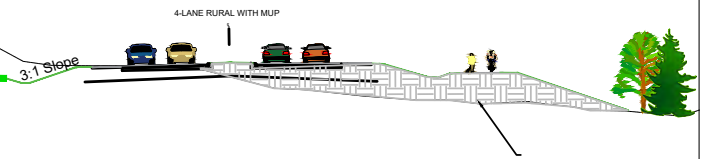
Cross Section 3 nts

Residence
8 Robinson Lane

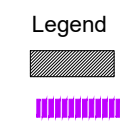
Existing Trees to Remain
approx. 45 m

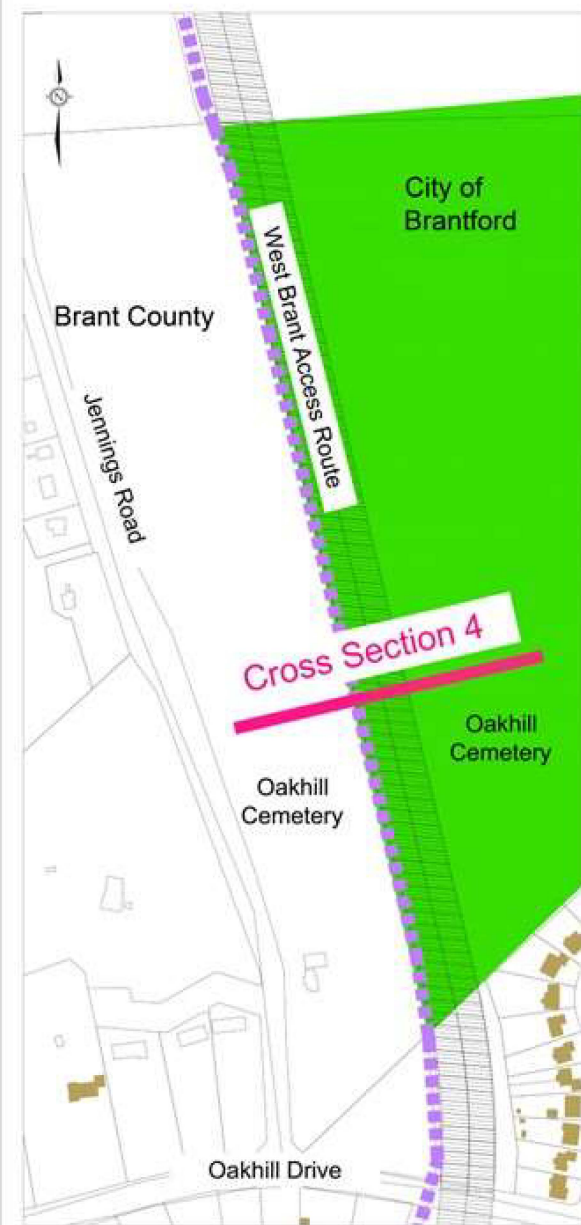
WEST SIDE
PROPOSED MIN. 40m ROW

County
of
Brant



**West Brant Access Route - South
Alignment Alternative S-5
Technically Preferred Alternative and Cross Sections**
NTS











**West Brant Access Route - North
Alignment Alternative N-5
Technically Preferred Alternative and Cross Sections**
NTS

- Legend
- Alignment Alternative S-5
 - City Limits

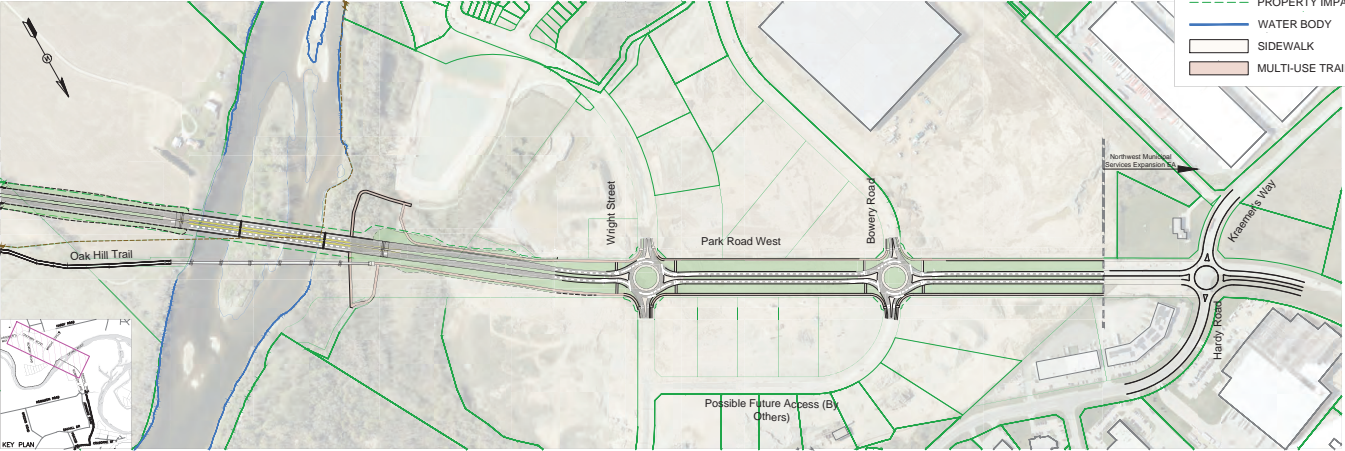
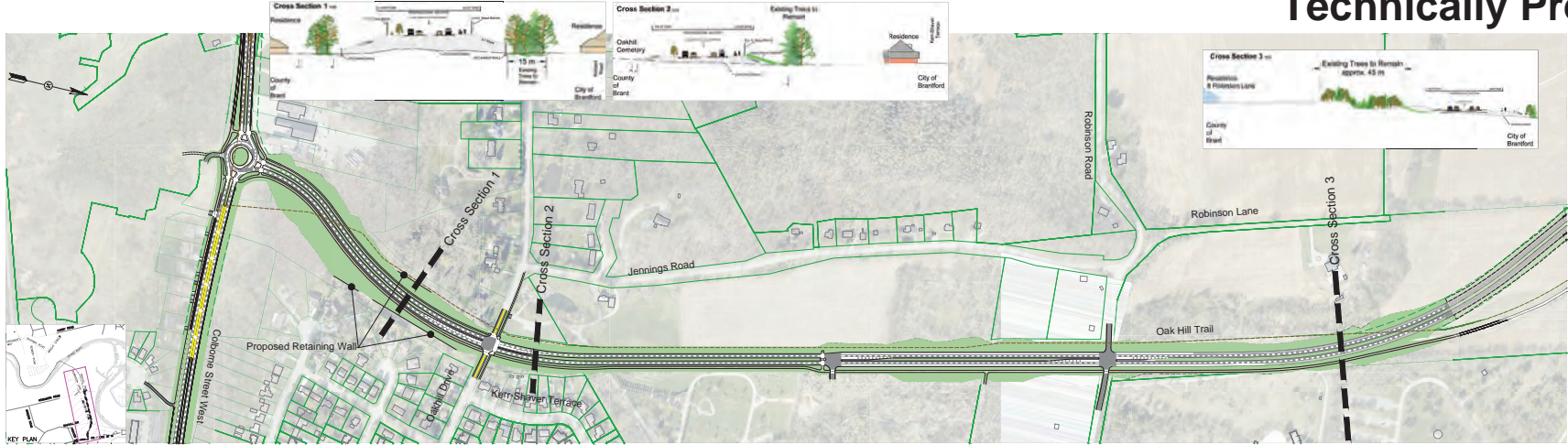
Technically Preferred Plan

- LEGEND:
-  MUNICIPAL LIMIT
 -  PROPERTY LIMIT
 -  PROPERTY IMPACT
 -  WATER BODY
 -  SIDEWALK
 -  MULTI-USE TRAIL



**City of Brantford
West Brant Access
Route**

Technically Preferred Plan



City of Brantford
West Brant Access Route



Effects and Mitigation

Effect/Impact	Mitigation
Property Impacts	<ul style="list-style-type: none"> • Early communication / coordination with owner(s) and tenants to minimize disruption associated with property purchase. • Compensation for land and decommissioning of wells if required.
Archaeological Resources	<ul style="list-style-type: none"> • Comply with the recommendations of the Stage 1 archaeological assessment • Should previously undocumented archaeological resources be discovered, they may indicate a new archaeological site and therefore subject to Section 48 (1) of the <i>Ontario Heritage Act</i>.
Noise (Construction)	<ul style="list-style-type: none"> • Maintain equipment in good operating condition to prevent unnecessary noise. Restrict idling of equipment to the minimum necessary to perform the work. Contractor will be required to abide by noise control by-laws for day-to-day operations.
Noise	<ul style="list-style-type: none"> • Noise barriers will be installed to reduce noise impacts where required.
Air Quality (Construction)	<ul style="list-style-type: none"> • Air quality construction impacts can be mitigated through restrictions on vehicle idling, application of non-chloride dust control/suppression and minimizing the exposure of unpaved surfaces to traffic.
Utilities	<ul style="list-style-type: none"> • Ensure advance coordination with utility companies and approval for all utility relocations / protections.
Removal of vegetation	<ul style="list-style-type: none"> • Maintain, where possible, mature tree specimens with a diameter (DBH) greater than 50 cm. • Reinstatement of vegetation
Lighting	<ul style="list-style-type: none"> • Use landscaping to reduce effects.
Migratory Birds and Species at Risk	<ul style="list-style-type: none"> • Further species-specific field investigations should be carried out during appropriate seasons and under appropriate conditions to better assess the use of the Recommended Plan by SAR. • Conduct site 'sweeps' prior to any tree removals and prior to and during construction. • Clear any vegetation outside of the breeding bird season.

Next Steps

Following this Public Information Centre, we will:

- Review all comments and prepare a PIC Summary Report.
- Publish Environmental Study Report (ESR) and mitigation measures.
- 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 **March 13, 2026**.
- Contact the Municipality or Consultant at any time.

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.