

NOTICE OF STUDY COMMENCEMENT

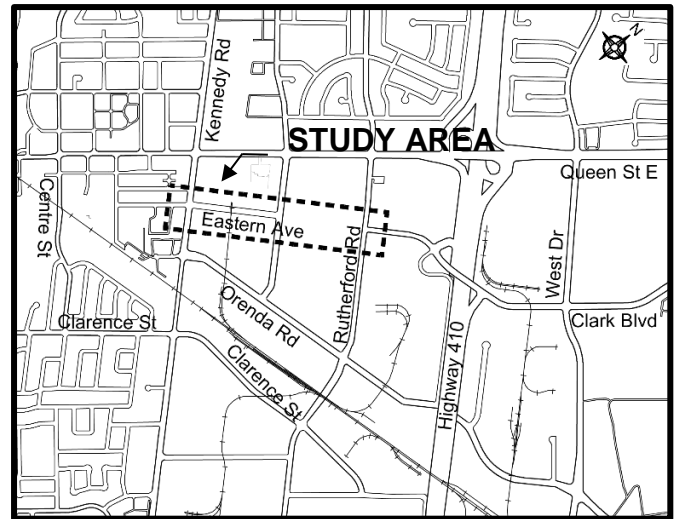
Municipal Class Environmental Assessment Study for Clark Boulevard Extension and Eastern Avenue Improvements from Rutherford Road to Kennedy Road

The Study

The City of Brampton has initiated a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for the following:

- Extension of Clark Boulevard from Rutherford Road to Hansen Road to accommodate a new 4 lane road
- Widening of Eastern Avenue from 2 to 4 lanes from Hansen Road South to Kennedy Road.

In 2015, the City of Brampton completed a Transportation Master Plan that recommended the extension of Clark Boulevard and improvements to Eastern Avenue. The Class EA Study will evaluate the current and future transportation capacity needs, identify possible improvements to accommodate the needs of pedestrians, cyclists, transit and motorists within the project limits, including safety improvements. Impacts to the social, cultural and natural environment and mitigation measures will also be identified.



The Process

This notice signals the commencement of the Municipal Class Environmental Assessment Study. The study will define the problem, identify and evaluate alternative solutions, develop a preferred design, assess potential impacts and identify mitigation measures associated with the preferred design for the corridor in consultation with adjacent property owners, regulatory agencies, Indigenous communities, members of the local business community and the public. The study is being carried out in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Class Environment Assessment (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario *Environmental Assessment Act*.

A key component of the study will be consultation with interested stakeholders, including the public, agencies and Indigenous Communities. Two Public Information Centres (PICs) will be held to present the project, review the study findings and discuss issues related to the project including alternative solutions, evaluation criteria, alternative design concepts, and environmental impacts and mitigation measures. Details regarding the forthcoming PICs will be advertised as the study progresses. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for public review and comment.

Comments Invited

If you have any questions or comments regarding the study, or wish to be added to the study mailing list, please contact either of the following project members:

Mario Goolsarran, P. Eng., PMP
Senior Project Engineer

Public Works
City of Brampton
1875 Williams Parkway
Brampton, ON L6S 6E5
Call: 311
Fax: 905.874.2505
TTY: 905.874.2130
E-mail: Mario.Goolsarran@brampton.ca

Tara Erwin, P. Eng.
Consultant Project Manager

HDR
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Tel: 289.695.4653
E-mail: Tara.Erwin@hdrinc.com

Information will be collected in accordance with *the Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This notice was first issued on January 24 2019.

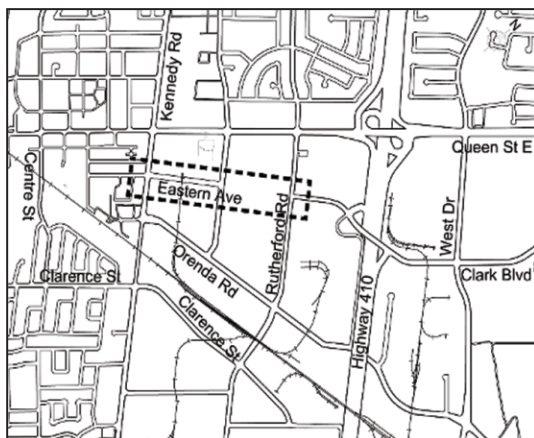
Public Notice

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE #1 Municipal Class Environmental Assessment Study for Clark Boulevard Extension and Eastern Avenue Improvements from Rutherford Road to Kennedy Road

The City of Brampton is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for the following:

- Extension of Clark Boulevard from Rutherford Road to Hansen Road to accommodate a new 4 lane road
- Widening of Eastern Avenue from 2 to 4 lanes from Hansen Road South to Kennedy Road.

The EA study is assessing improvements along the study corridor to accommodate current and future transportation needs of pedestrians, cyclists, transit and motorists. You are invited to participate in the **Online Public Information Centre** to learn about the project findings to date and share your input.



The Process

The study is being carried out in accordance with the planning and design process for Schedule 'C' projects as outlined in the *Municipal Class Environmental Assessment* (October 2000, as amended in 2007, 2011, 2015), which is approved under the Ontario Environmental Assessment Act

Online Public Information Centre

The City of Brampton is working hard to protect the health and wellbeing of our community. To help protect the health and safety of residents and staff during the COVID-19 pandemic, this Public Information Centre (PIC) is being held using a virtual format.

The City is committed to informing and engaging the public on the Clark Boulevard Extension and Eastern Avenue Improvements Class EA and will be posting Public Information Centre content on the City's website starting **September 10, 2020** to **October 9, 2020**.

How to Participate:

Step 1: Visit www.brampton.ca/ClarkBlvdExt by using your computer or mobile phone.

Step 2: View the materials and complete the comment form provided on the website.

If you are unable to participate online please leave a voicemail with your name and phone number and a member of the project team will contact you for your input.

Comments Invited

If you have any questions or comments regarding the study, or wish to be added to the study mailing list, please contact either of the following project members:

Soheil Nejatian Project Engineer, Infrastructure Planning

Public Works
City of Brampton
1875 Williams Parkway
Brampton, ON L6S 6E5
Tel: 905-874-5909
Fax: 905-874-2505
TTY: 905-874-2130
E-mail: Soheil.Nejatian@brampton.ca

Tara Erwin, P. Eng. Consultant Project Manager

HDR
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Tel: 289-695-4653
E-mail: Tara.Erwin@hdrinc.com

Information will be collected in accordance with *the Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record

This notice was first issued on **September 10, 2020**.

Mascarenhas, Michelle

From: Yuen, Charlotte
Sent: Thursday, September 10, 2020 12:40 PM
Cc: Nejatian, Soheil
Subject: Clark Boulevard and Eastern Ave Road Improvements EA – Invitation to Online PIC
Attachments: EA-Clark Blvd Ext & Eastern Ave Improvements-Notice of Online PIC 1.pdf

Hello,

You are invited to participate in the online Public Information Centre (PIC) for the Environmental Assessment Study for Clark Boulevard Extension from Rutherford Road to Hansen Road and Eastern Avenue Improvements from Kennedy Road to Hansen Road.

The City of Brampton is working hard to protect the health and wellbeing of our community. To help protect the health and safety of residents and staff during the COVID-19 pandemic, this PIC is being held using a virtual format.

Please visit the project website at www.brampton.ca/ClarkBlvdExt anytime between September 10, 2020 to October 9, 2020 to view the PIC display materials and learn more about the study, and to review the study findings and recommendations to date. We invite you to complete a comment form found on the project website to share your thoughts. Please see the attached notice for more information.

Thank you,

Charlotte Yuen, B.E.S
Transportation Planner

HDR

255 Adelaide St W,
Toronto ON, M5H 1X9
D [647.777.4923]

Charlotte.Yuen@hdrinc.com

hdrinc.com/follow-us

WELCOME

to the

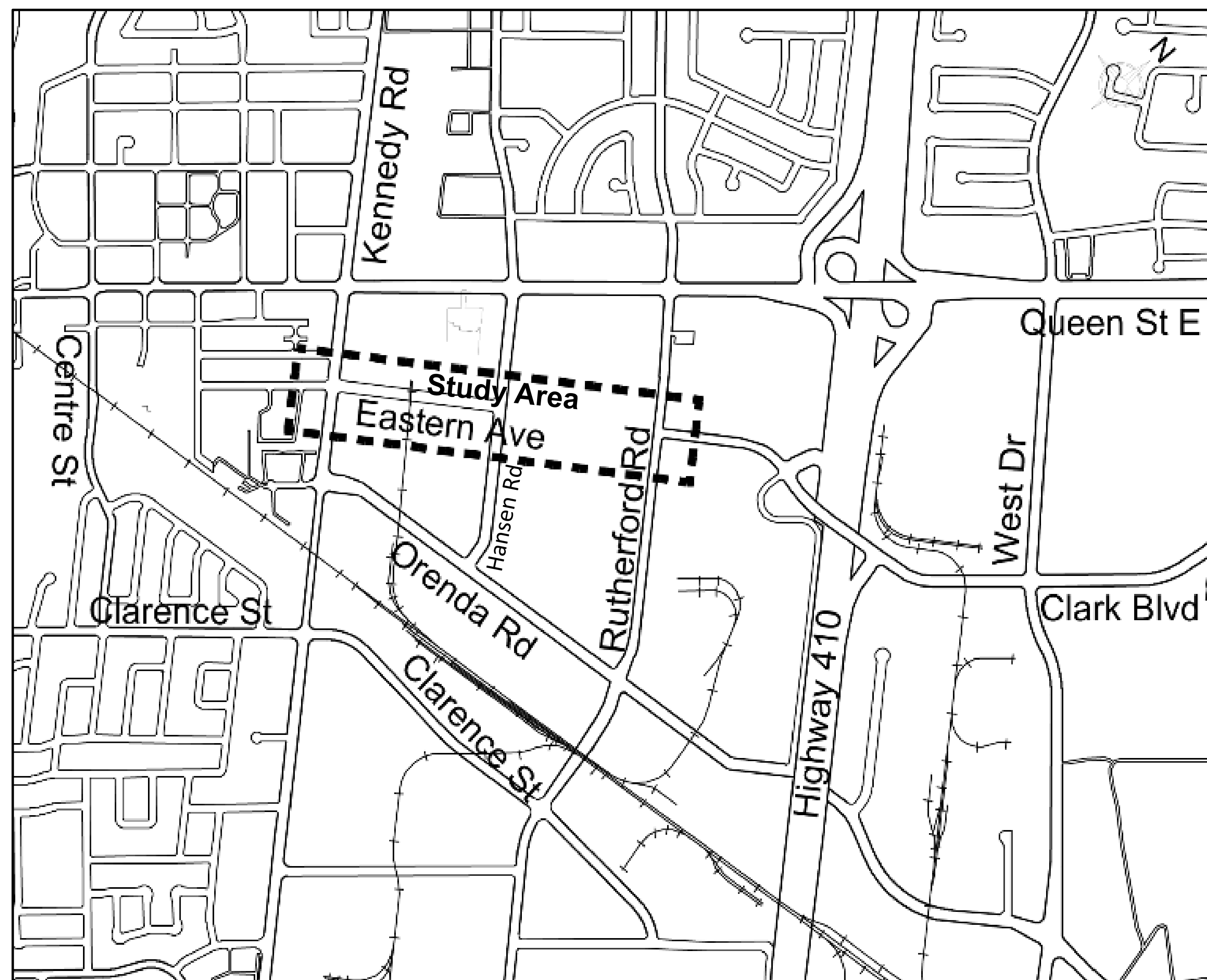
**Clark Boulevard / Eastern Avenue
Improvements from
Rutherford Road to Kennedy Road
Online Public Information Centre#1**

Project Introduction

Study Area and Study Objectives

The City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) study for improvements along Eastern Avenue and Extension of Clark Boulevard.

Study Area



The study corridor is comprised of two sections:

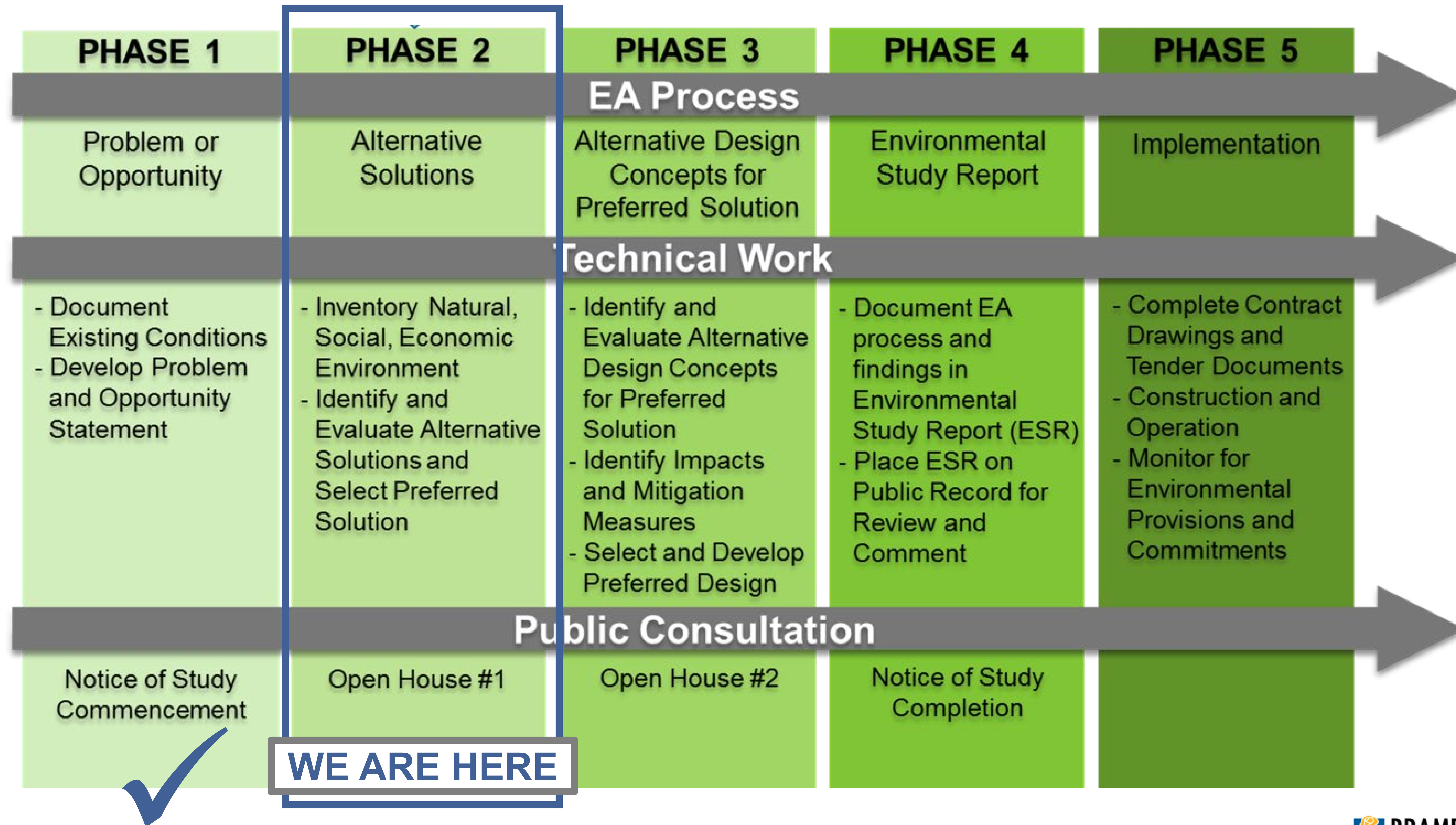
- Existing Eastern Avenue from Kennedy Road to Hansen Road
- Clark Boulevard-Eastern Avenue Extension from Hansen Road to Rutherford Road

Study Objectives

Accommodate current and future transportation needs for all travel modes, including pedestrians, cyclists, transit users and motorists.

Study Process

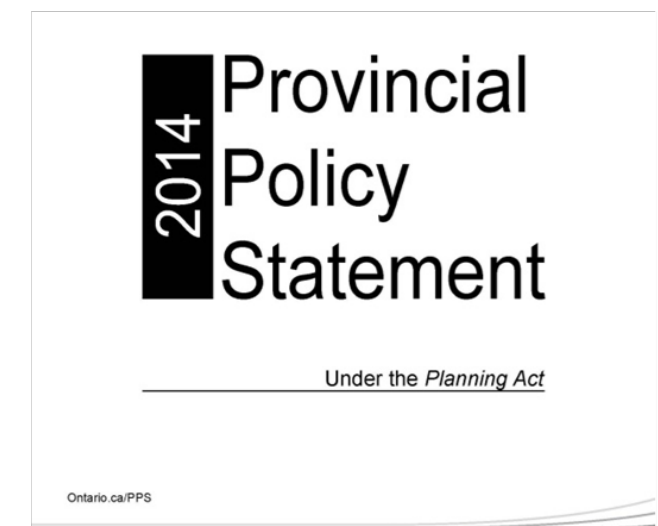
An Environmental Assessment (EA) is a planning process for municipal infrastructure, legislated by the Ontario Environmental Assessment Act. This EA Study is being conducted as a Schedule 'C' project under the Municipal Class EA document (October 2000, as amended in 2007, 2011, and 2015).



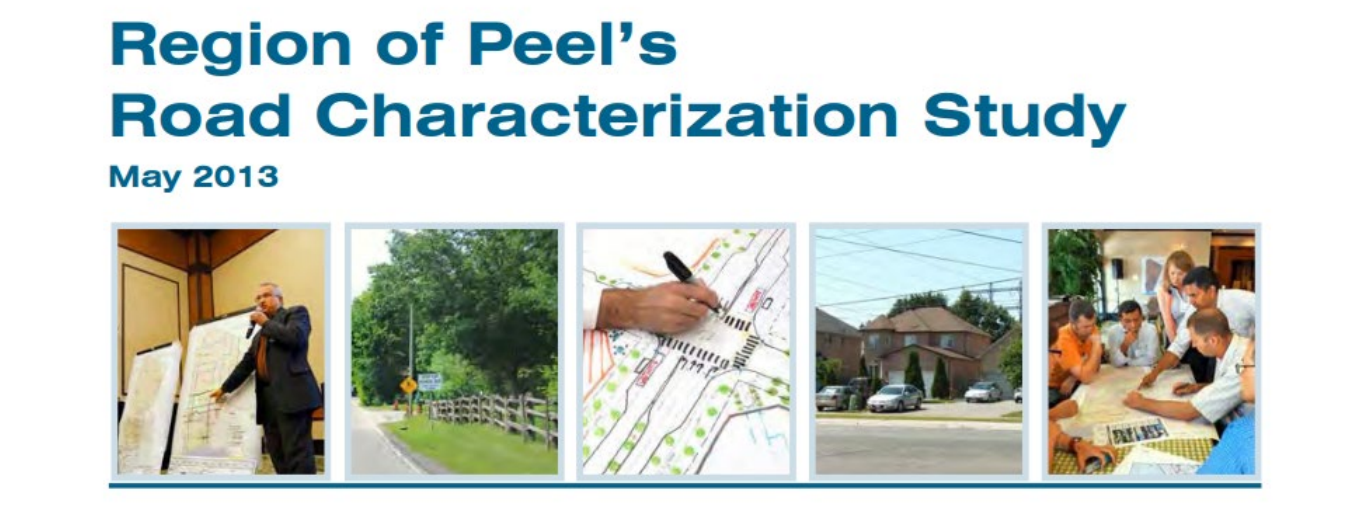
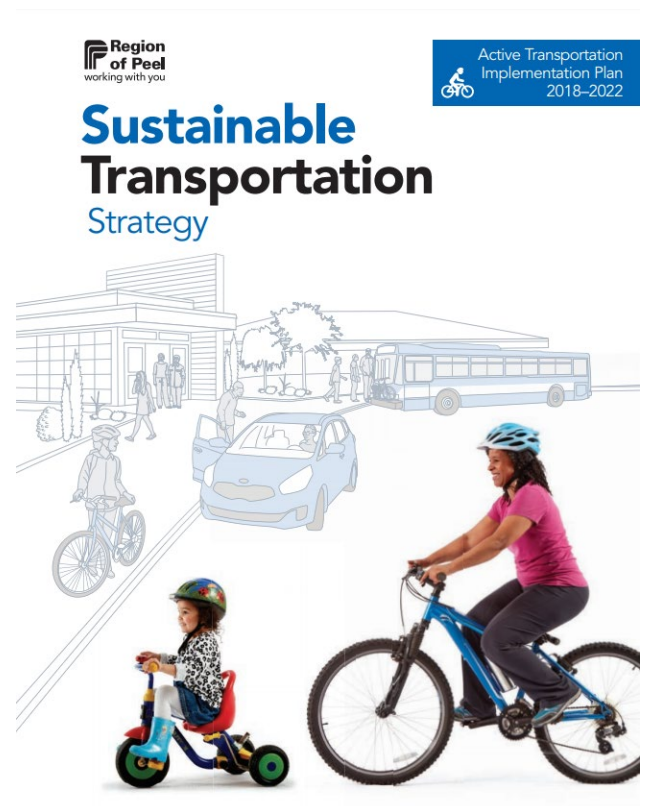
Planning and Policy Context

Key planning documents informed the Clark Boulevard / Eastern Avenue EA study.

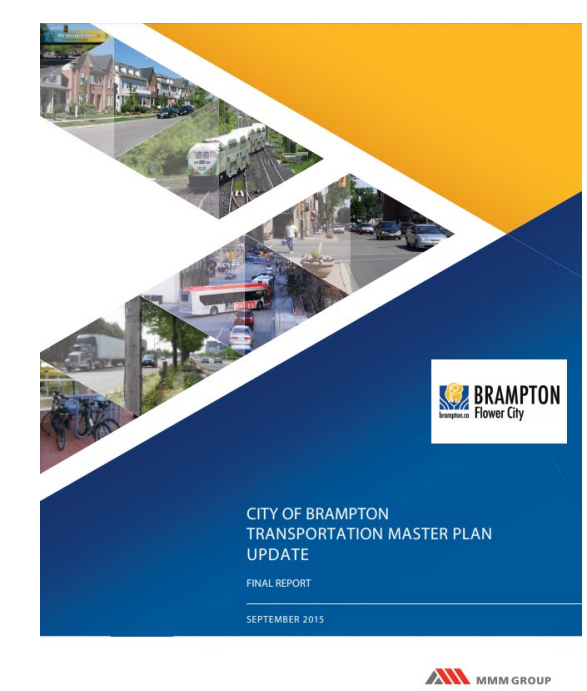
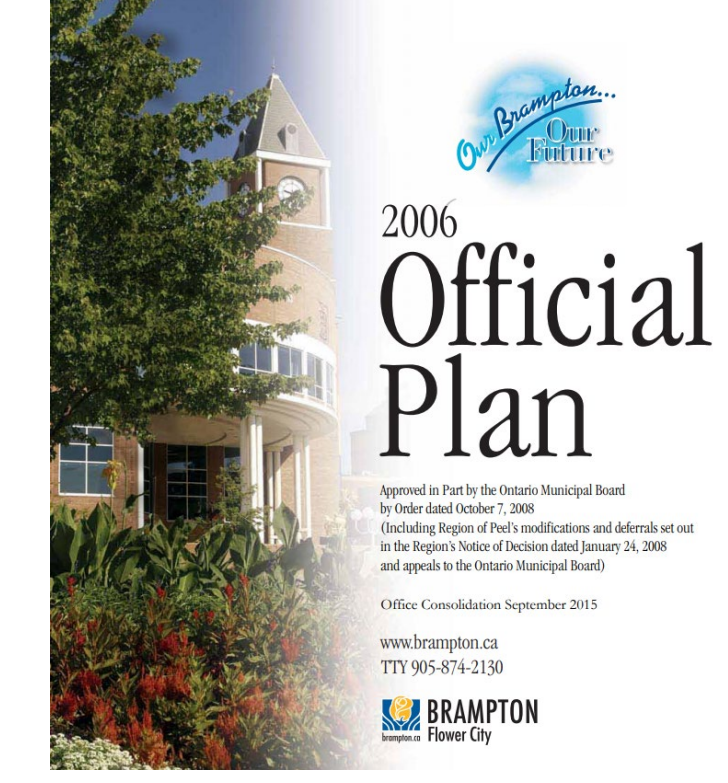
Provincial Plans



Regional Plans



Municipal Plans



Recommendations from Key Municipal Plans

The Clark Blvd / Eastern Ave study is located within the Provincial designated Queen Street East Urban Growth Centre "UGC", a focal area for investment, employment and residential growth. Brampton UGC is required to intensify to reach residential and jobs target by 2031. Brampton Council endorsed "Preliminary Queen Street East Precinct Plan" in 2020 as framework to advance public and private investments in the area

2015 Transportation Master Plan

- Extend Clark Boulevard from Rutherford Road to Hansen Road
- Widen Eastern Avenue from Rutherford Road to Kennedy Road to 4-lanes

Brampton Vision 2040

- High density mixed-uses with commercial at-grade
- Multi-modal transportation networks, green spaces, and a focus on active living

Preliminary Queen Street East Precinct Plan

- A 60,000 resident and 83,000 job, vibrant, urban, and mixed-use community
- Enhance pedestrian and cyclist movement, and embrace human-scaled streets
- Wide pedestrian sidewalks and connections that integrate with urban greenway

Council Priorities

- Create Complete Communities
- Streets for People and Vision Zero in transportation planning and design operations
- Equalize all forms of transportation and prioritize active transportation

9-BOX COMPLETE COMMUNITY FRAMEWORK

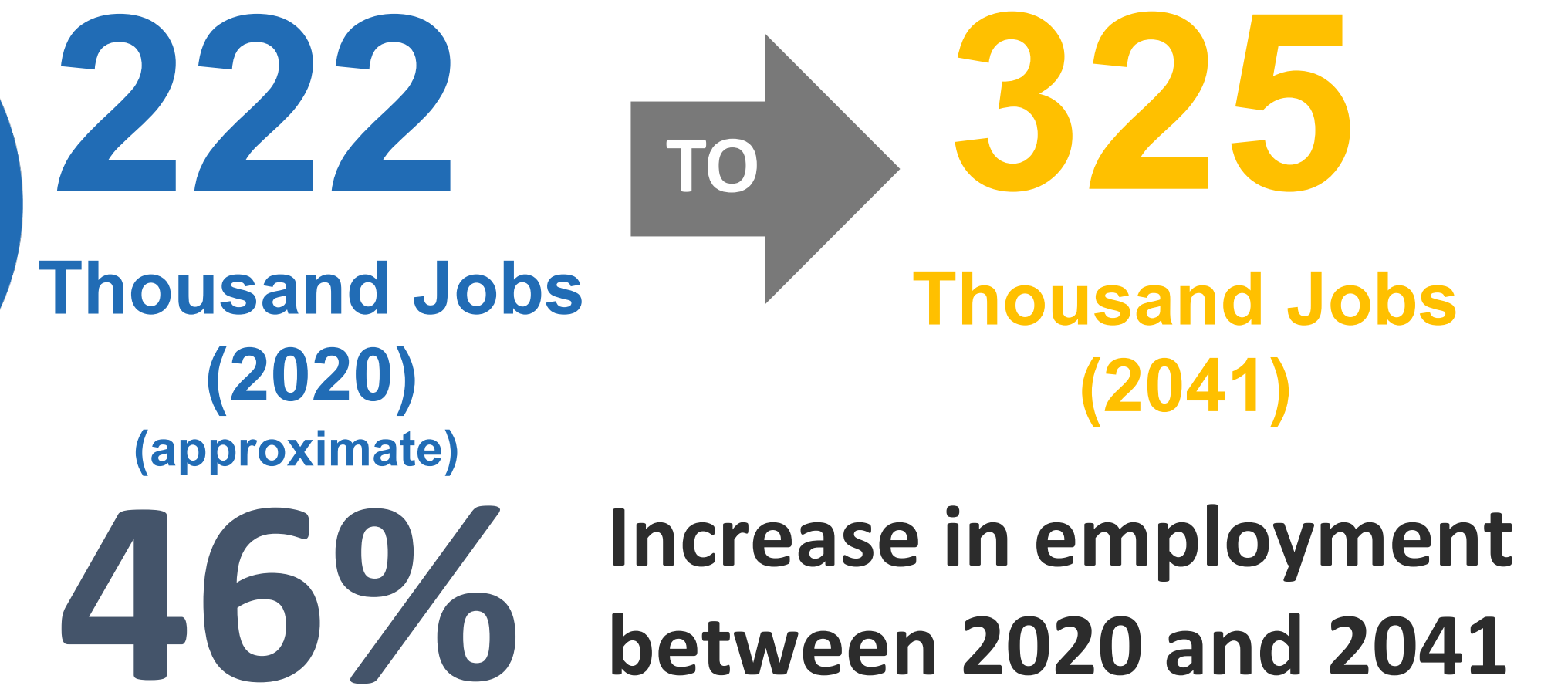
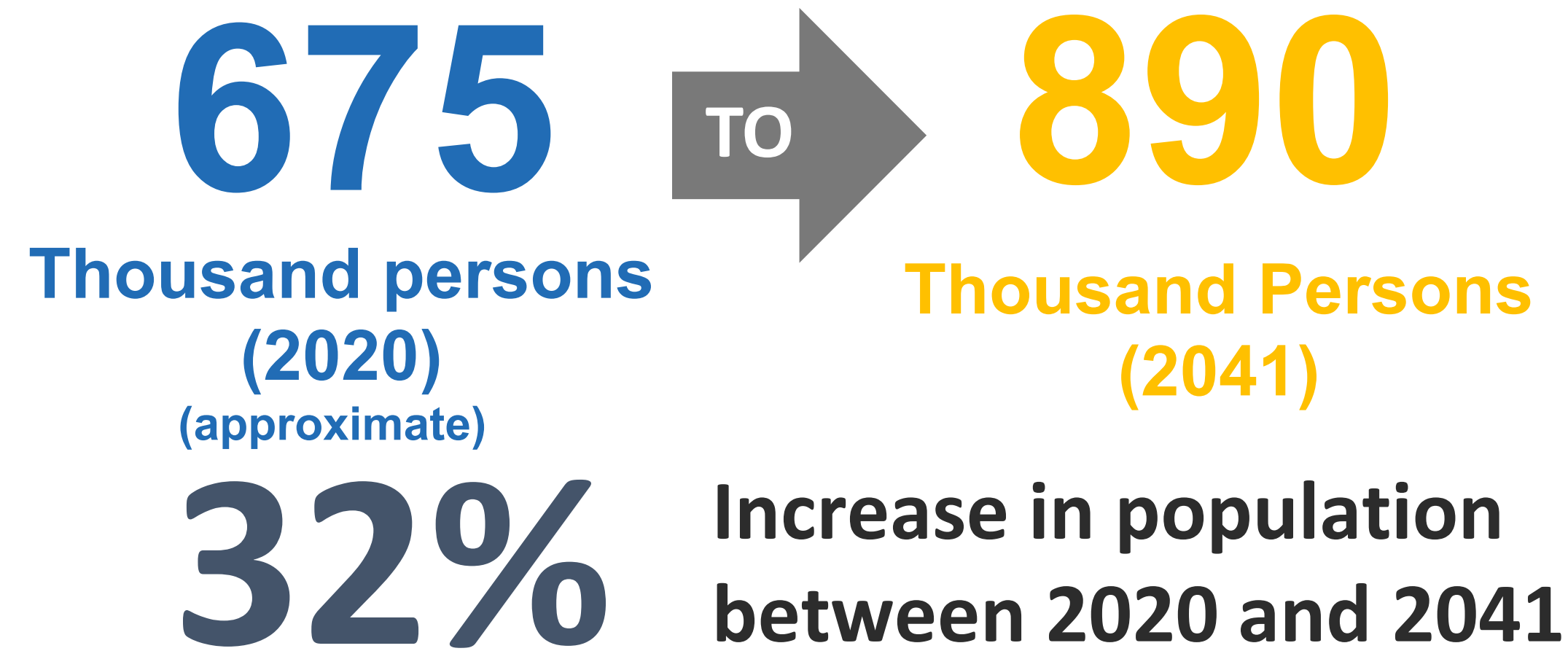


City Council Endorsed Preliminary Queen Street East Precinct Plan
Endorsed by City Council on Jan 13, 2020

Existing and Future Conditions

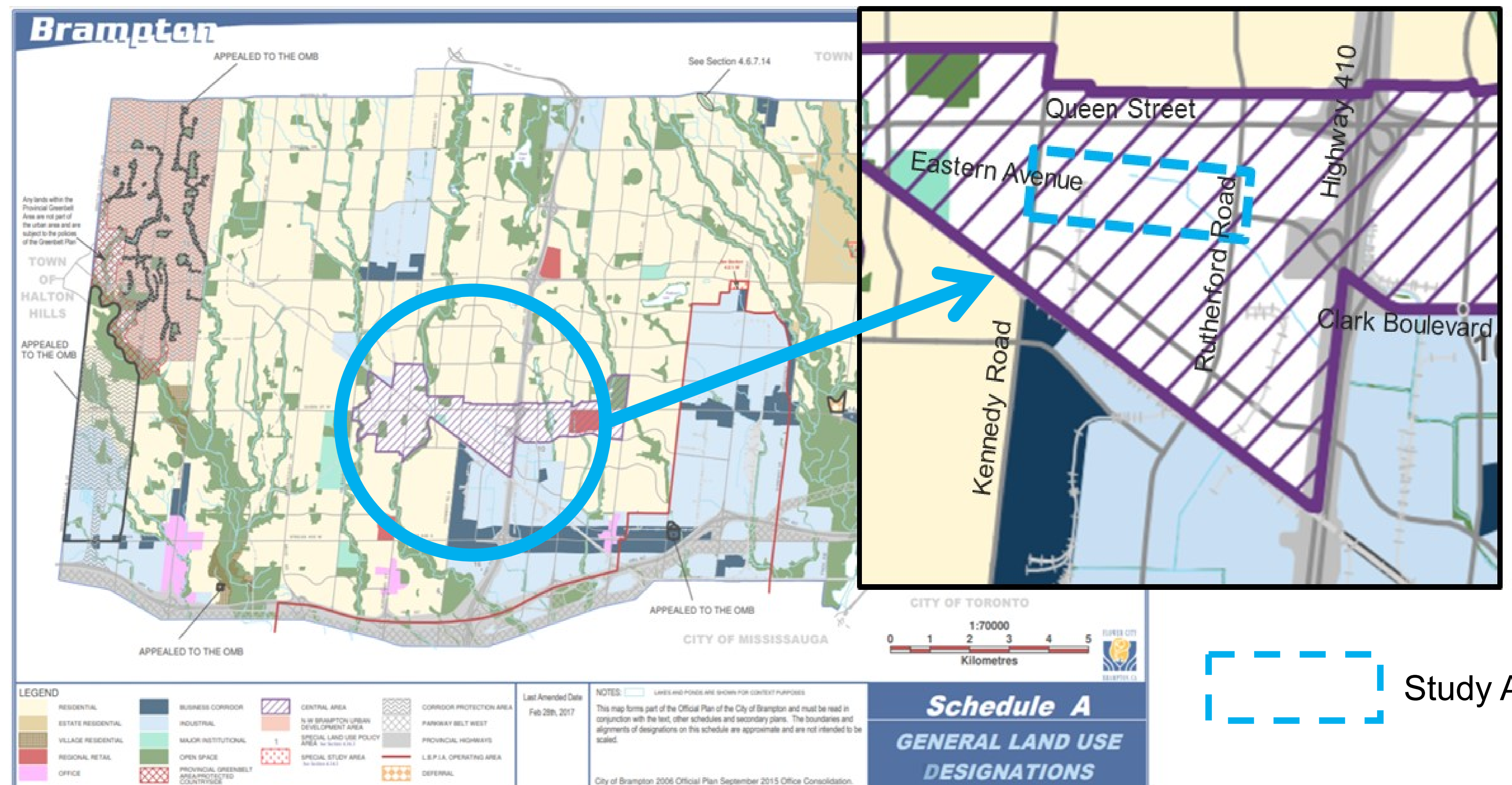
The Brampton of Today and Tomorrow

The City of Brampton is growing. Infrastructure improvements are needed to support this growth.



The Clark Boulevard / Eastern Avenue study area currently consists of **mixed land use and industrial land use.**

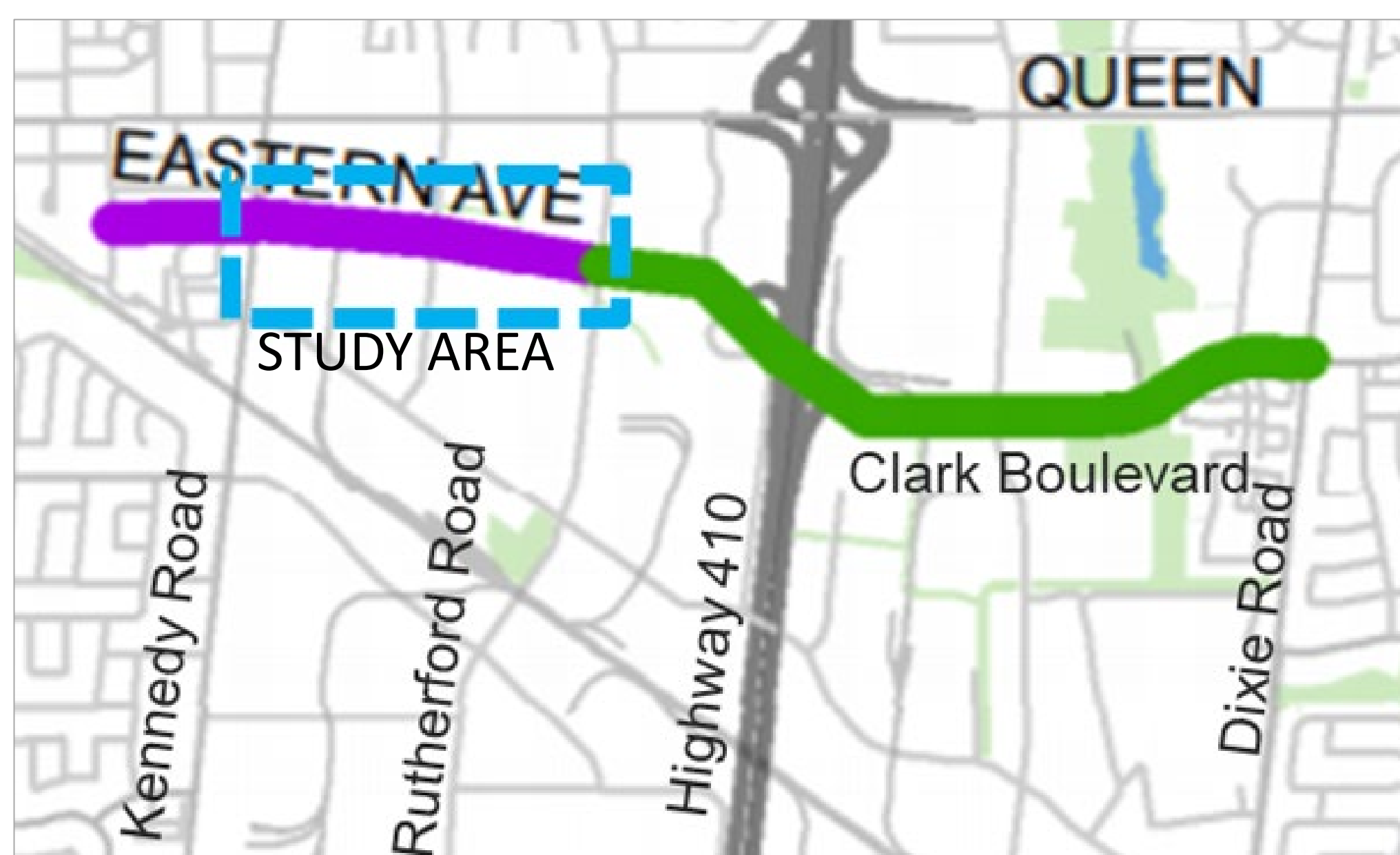
The future land use designation for the study area is **“Central Area.”** The study area also falls within the boundaries of a **Special Policy Area** where it will become a **transition area** between industrial land use and mixed land use.



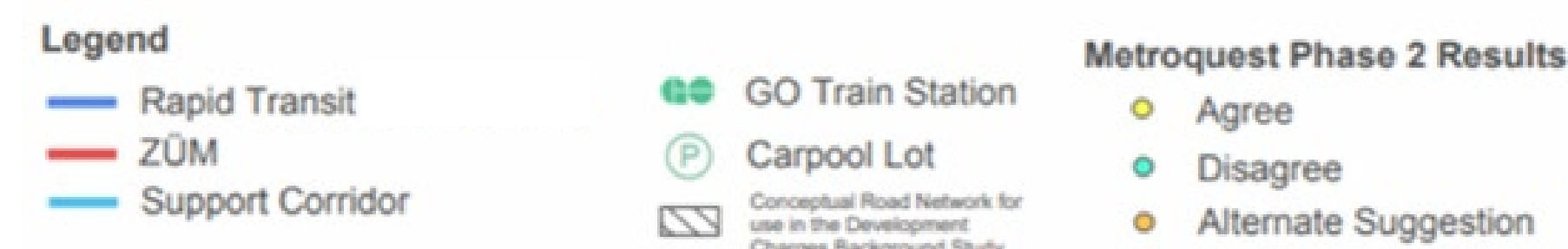
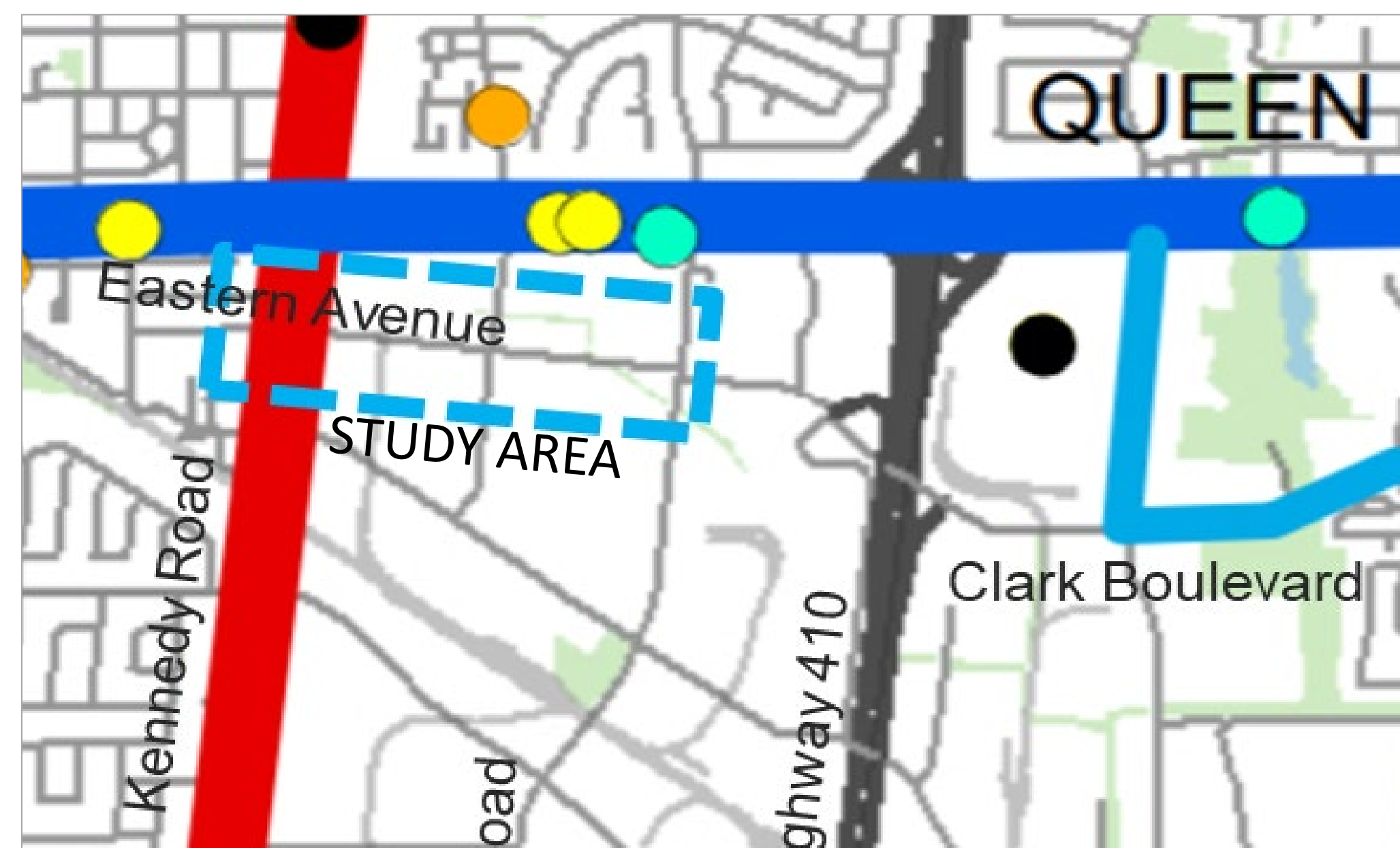
TMP Future Network

The City's Transportation Master Plan (TMP) and Active Transportation Master Plan (ATMP) identified improvements along Eastern Avenue / Clark Boulevard to support the future road, transit and active transportation networks.

2041 TMP Road Network



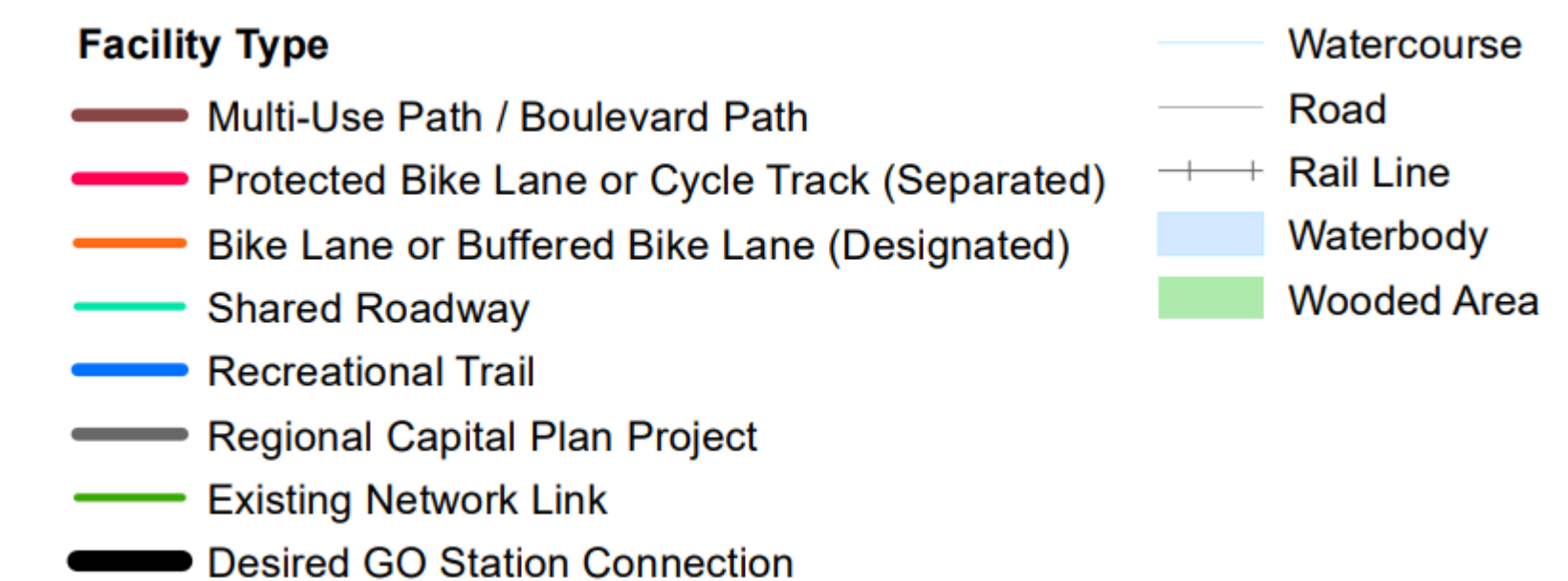
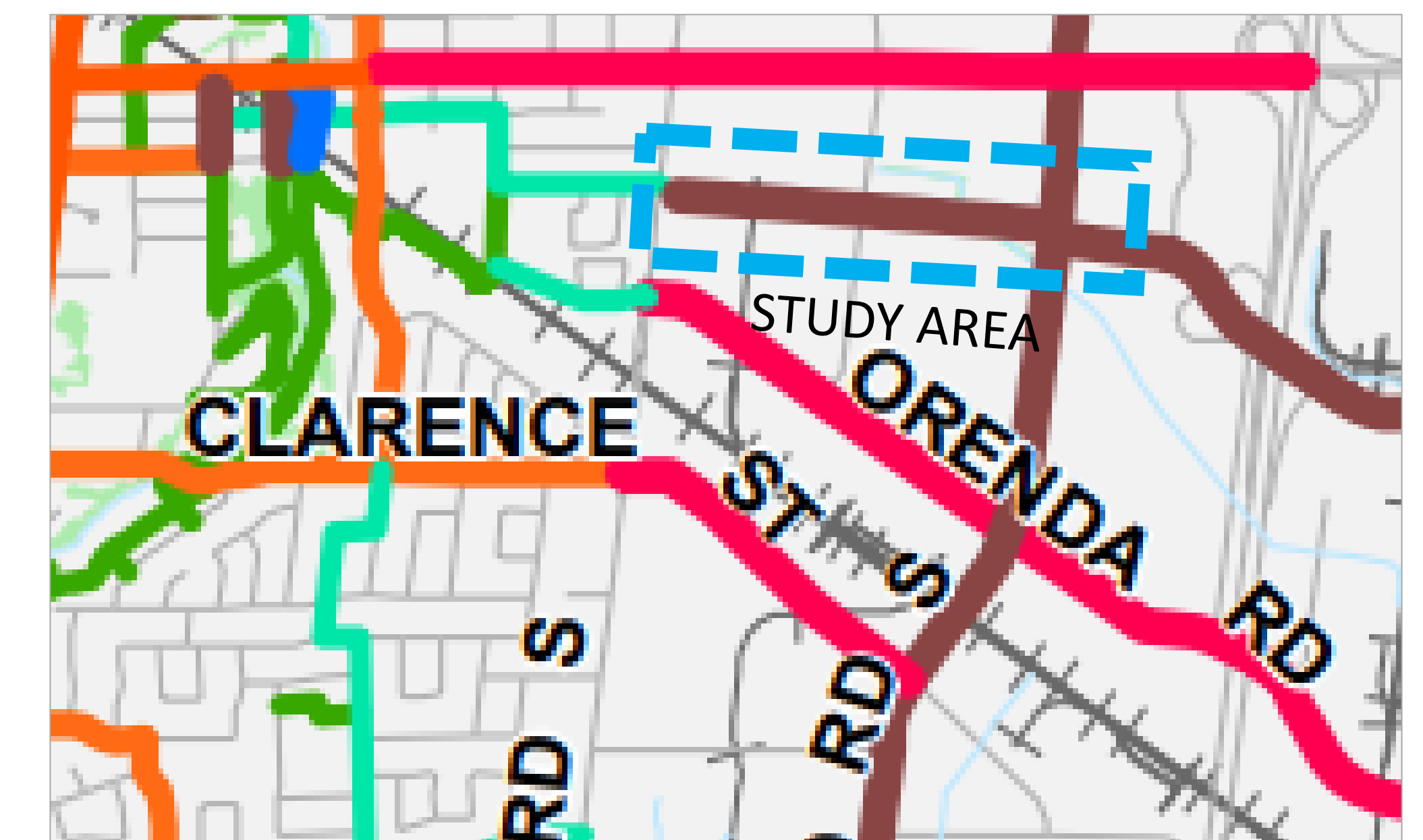
2041 TMP Transit Network



- ✓ **Road extension** of Eastern Avenue from Hansen Road to Rutherford Road
- ✓ **Widen to four lanes** of Eastern Avenue / Clark Boulevard between Kennedy Road and Rutherford Road

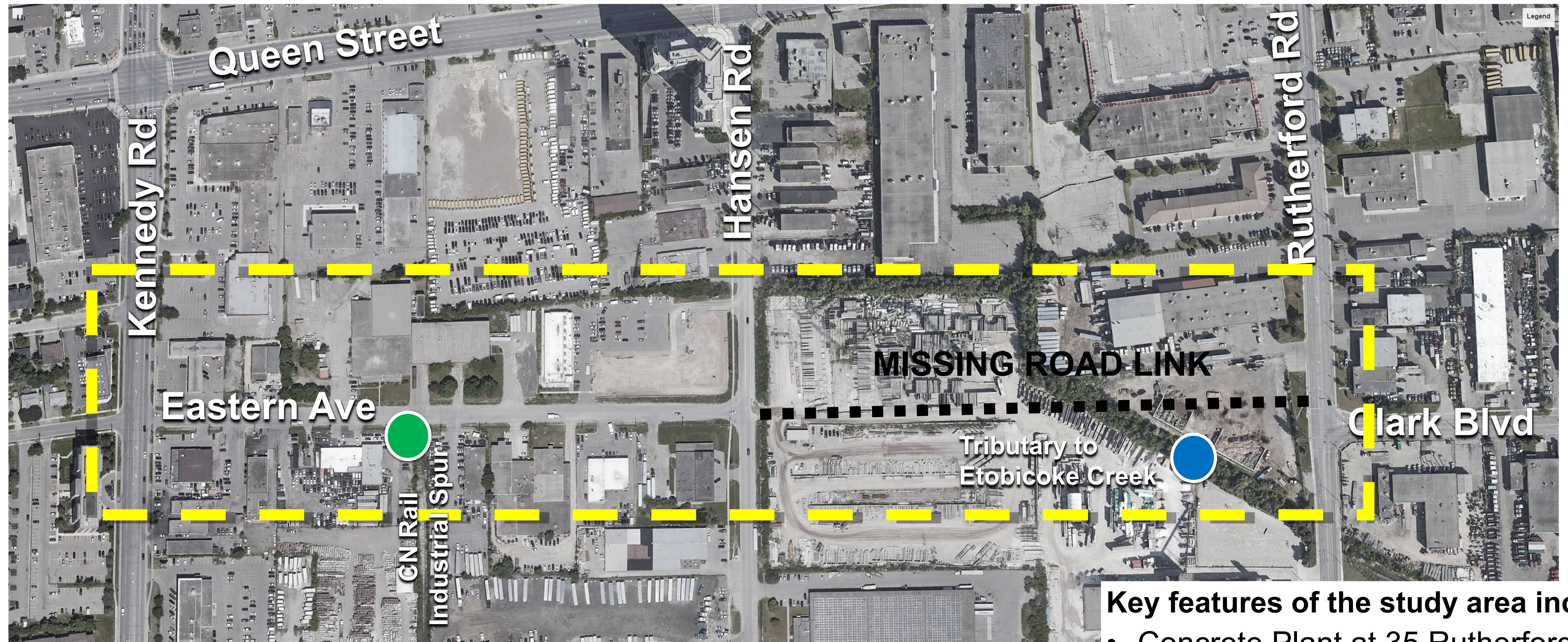
- ✓ **No identified future transit service** along the Eastern Ave / Clark Boulevard study area
- ✓ **Rapid transit** along Queen Street to the north
- ✓ **ZUM corridor** along Kennedy Road to the west
- ✓ **The missing link is an opportunity** to extend transit service in the study corridor, to be considered in the future TMP update

TMP Future AT Network



- ✓ **Future active transportation facilities (multi-use path / boulevard path)** for pedestrians and cyclists along Eastern Avenue / Clark Boulevard

Constraint Map




Key features of the study area include:

- Concrete Plant at 35 Rutherford Rd S
- CN Rail Industrial Spur At-Grade Crossing
- Discontinuous Sidewalk
- No dedicated Cycling Facilities
- Tributary to Etobicoke Creek
- Missing road connection east of Hansen Road to Rutherford Rd S



(Source: Google Streetview)

 CN Rail Industrial Spur Crossing



 Tributary to Etobicoke Creek

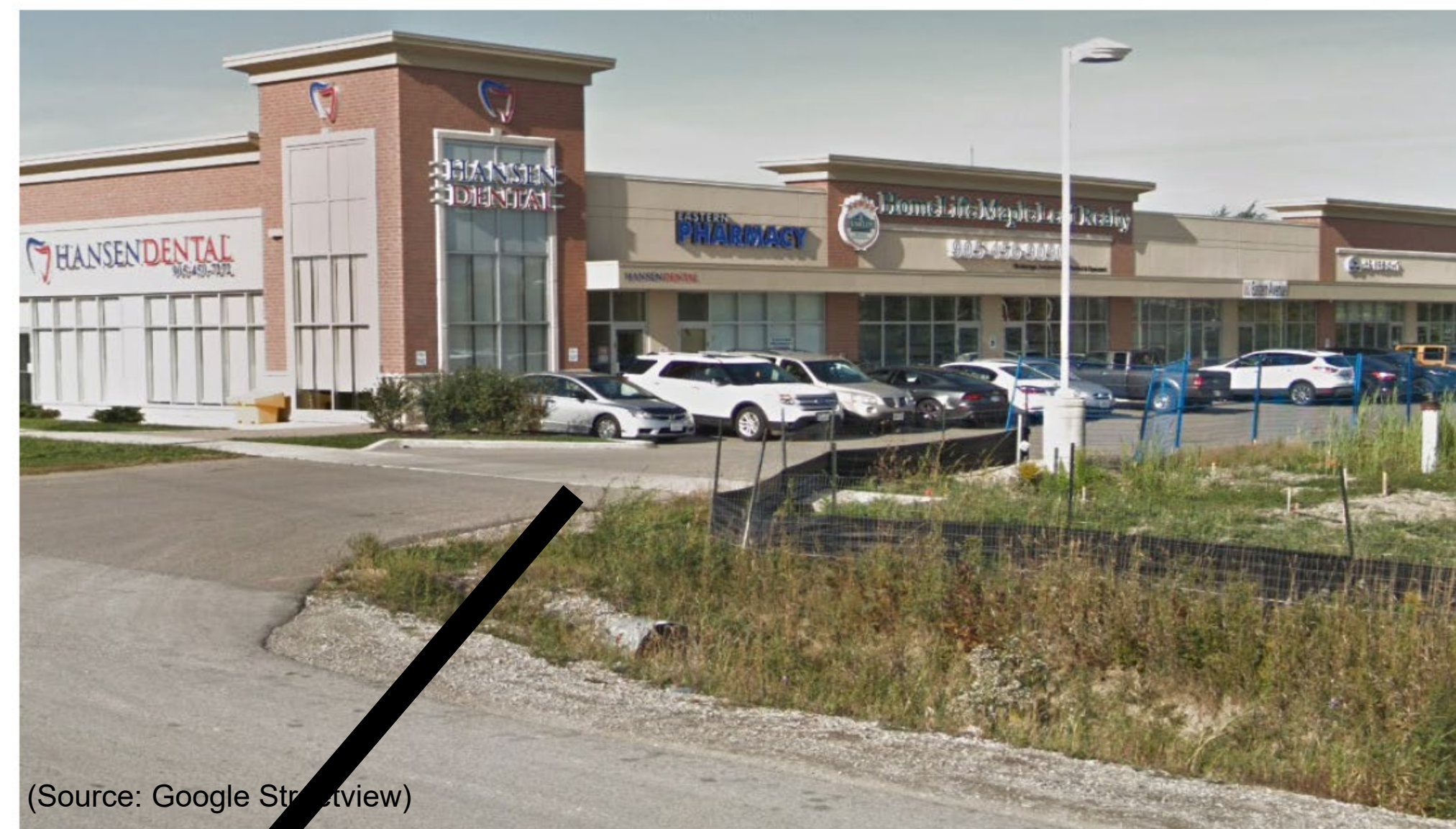
Existing Walking and Cycling Conditions

There are opportunities to improve the existing walking and cycling conditions of the study area. Here are some examples:

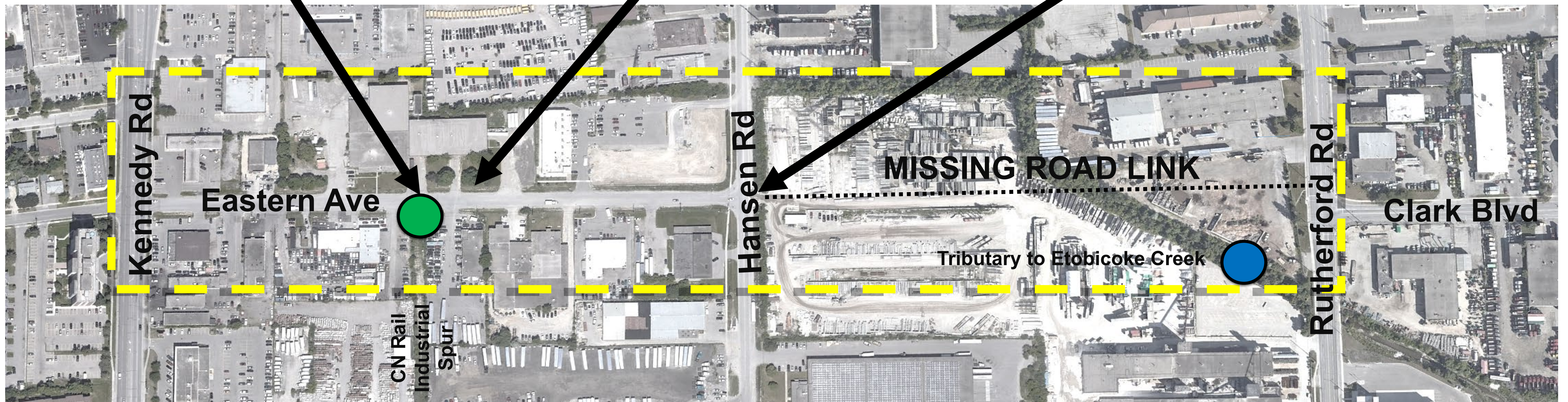
Existing Uncontrolled Rail Crossing on Eastern Ave.
Open Ditches



Discontinued Sidewalk at 80 Eastern Ave.
No cycling facilities.



Missing pavement markings at the Eastern Ave /
Hansen Rd intersection

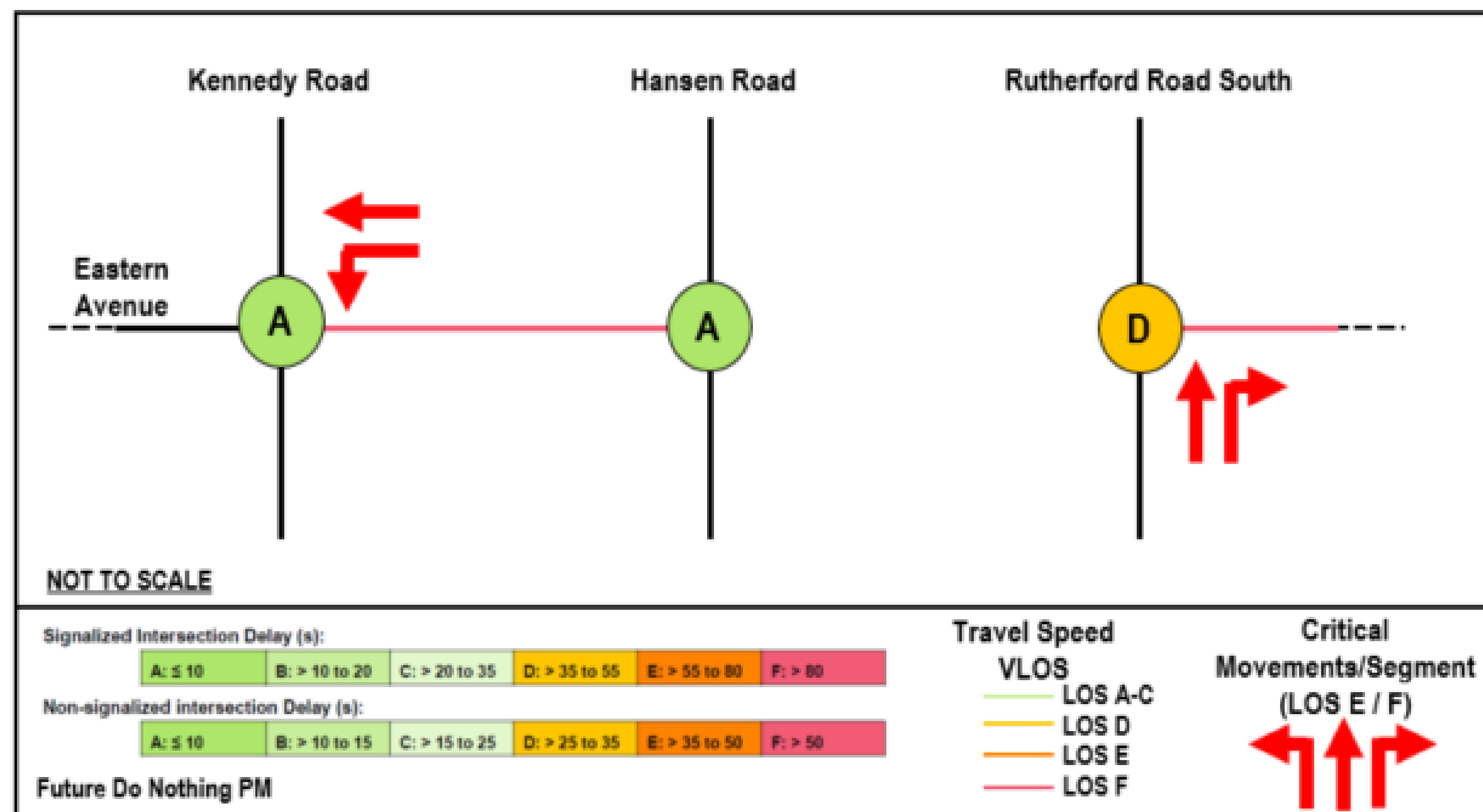


Existing and Future Vehicular Conditions

Today Eastern Avenue between Kennedy Road and Hansen Road **operates well**. However there is a **missing road connection** along Eastern Avenue / Clark Boulevard between Hansen Road and Rutherford Road.

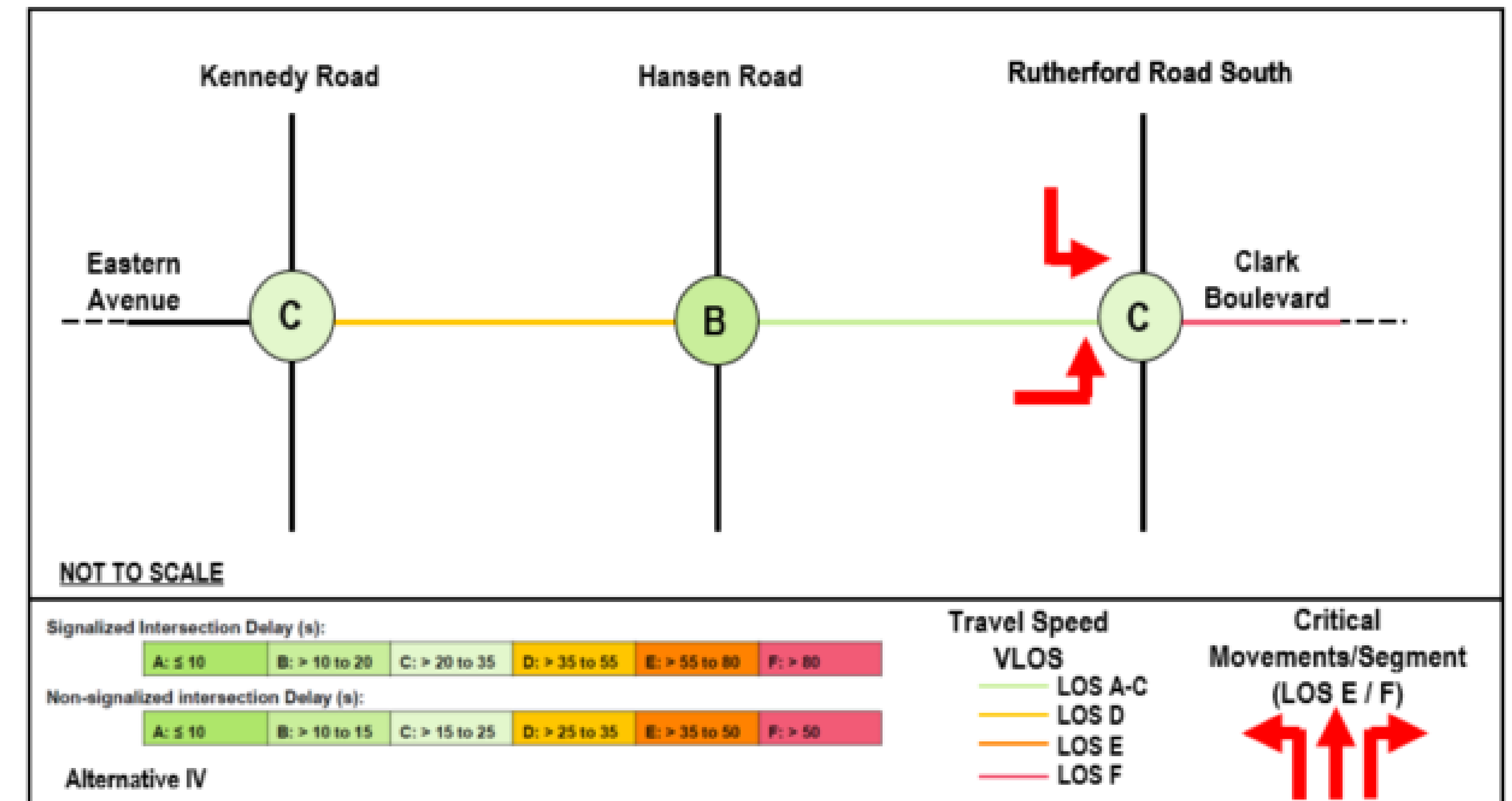
By 2041, without improvements the existing 2 lane Eastern Avenue will be congested.

There is a **need to widen** Eastern Avenue from Kennedy Road to Hansen Road to 4 lanes, **and extend** Clark Boulevard from Hansen Road to Rutherford Road to four lanes.



2041 Future Do Nothing

The existing 2 lanes along Eastern Avenue will be congested without improvements.



2041 Future With Improvements

Widening Eastern Avenue to 4 lanes and extending Clark Boulevard from Hansen Road to Rutherford Road to 4 Lanes results in a minor impact to Kennedy Road at Eastern Avenue intersection due to the extension, but will still operate well.

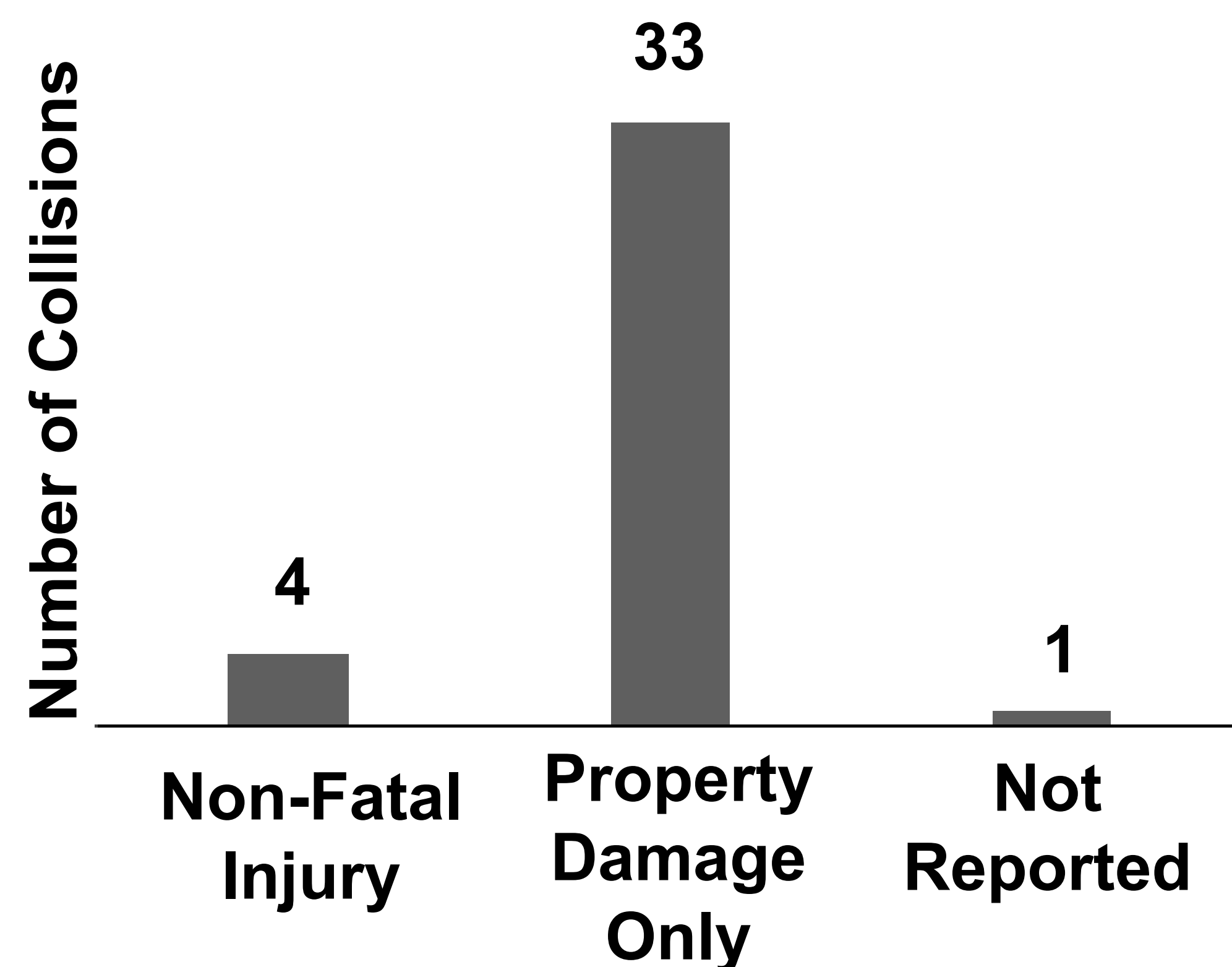
Safety Considerations

Traffic Safety (2014 to 2018)

Of the three intersections in the study area, the top collision prone intersection is:

1 Clark Boulevard and Rutherford Road

The most common impact type in the study area was **angle collision** followed by **rear-end collision**.



CN Rail Industrial Spur Crossing

The CN Rail Industrial Spur crosses Eastern Avenue east of Kennedy Road as an at-grade rail crossing.

The crossing is currently unprotected (without warning systems such as gates or signals).

There are opportunities to improve the visibility of this crossing and review measures to improve the safety for all road users (pedestrians, cyclists, vehicles).



Looking East along Eastern Avenue at CN Rail Industrial Spur Crossing

(Google Earth, March 2020)



Looking North from Eastern Avenue along the CN Rail Industrial Spur Crossing

(Google Earth, March 2020)

Additional Safety Factors to Consider

- Missing pavement markings along Eastern Ave
- Open ditches along the study corridor
- Lack of signage

Problem and Opportunity Statement

Problems and Opportunities

There is a need for improvements along the Eastern Ave / Clark Blvd EA study corridor:

Problems

Missing link along Eastern Ave / Clark Blvd between Hansen Rd and Rutherford Rd.
Lack of connectivity in the study area to the broader network

Existing road network cannot accommodate future traffic volumes

Lack of continuous pedestrian and cycling facilities

Safety and operational concerns at various locations, including the unprotected (without warning system) at-grade crossing of the CN Rail Industrial Spur Line

Opportunities

Improve network connectivity for all travel modes along the Eastern Avenue / Clark Boulevard corridor

Improve Eastern Avenue / Clark Boulevard capacity to accommodate traffic demand and maximize person-carrying capacity

Improve travel choices through continuous and dedicated pedestrian and cyclist facilities to encourage other modes of transportation and reduce single occupancy vehicle use

Improve safety, performance and operational efficiency for all modes along the study corridor

Alternative Solutions

Alternative Solutions

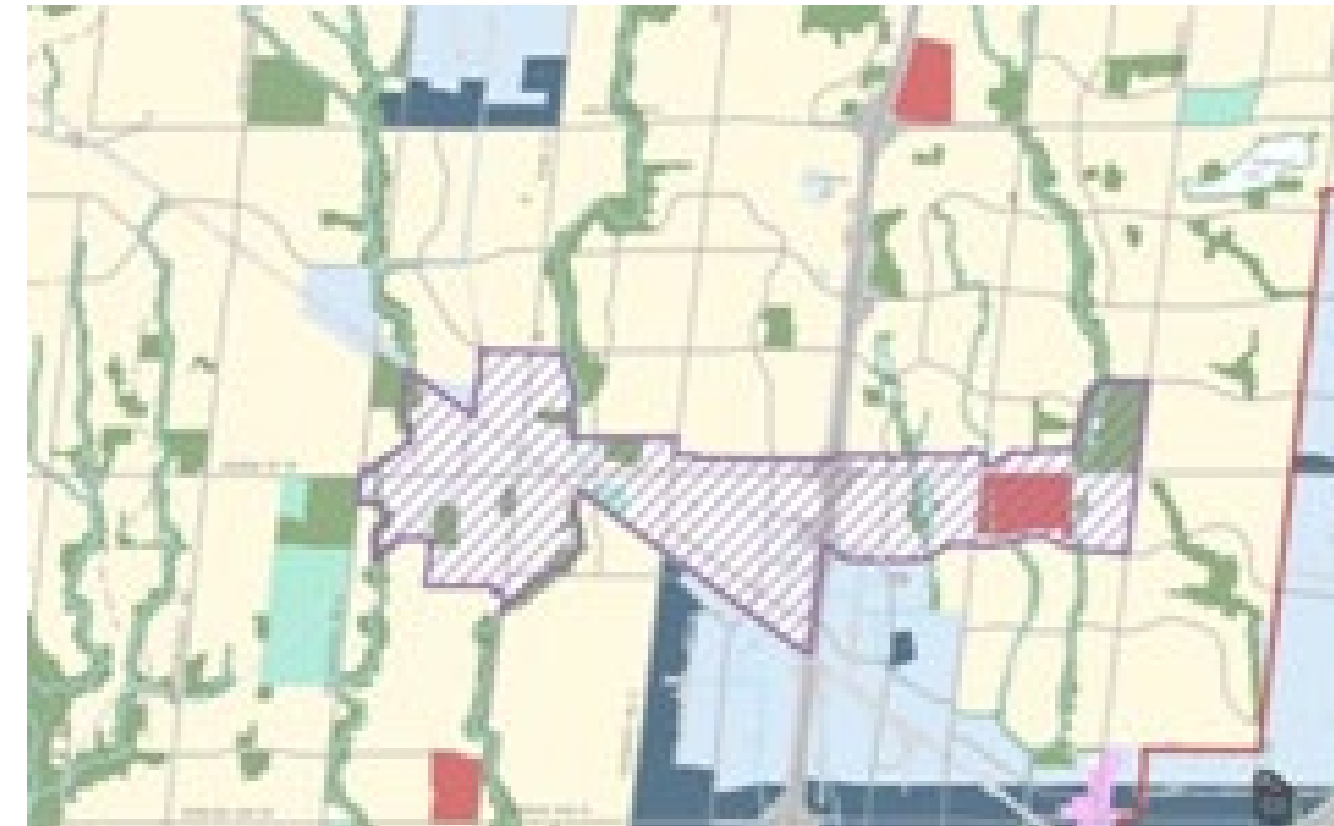
Alternative Solutions to address the needs for improvements to the Clark Boulevard / Eastern Avenue study corridor are:



Source: Google Earth

1. “Do Nothing”

A continuation of existing conditions with no changes to the existing corridor but all planned improvements to the City transportation network.



2. Limit Development

Limit development in the area to try and minimize study area growth and potentially reduce the need for infrastructure improvements.



3. Travel Demand (TDM) Management

Apply strategies and policies (such as carpool initiatives) to reduce or redistribute the amount of travel demand in the surrounding road network.



Source: City's TMP

4. Improve Other Roadways

Improve other roads such as Queen Street per the TMP recommendations but do not make any improvements to Clark Boulevard / Eastern Avenue.

Alternative Solutions



Source: Google Earth

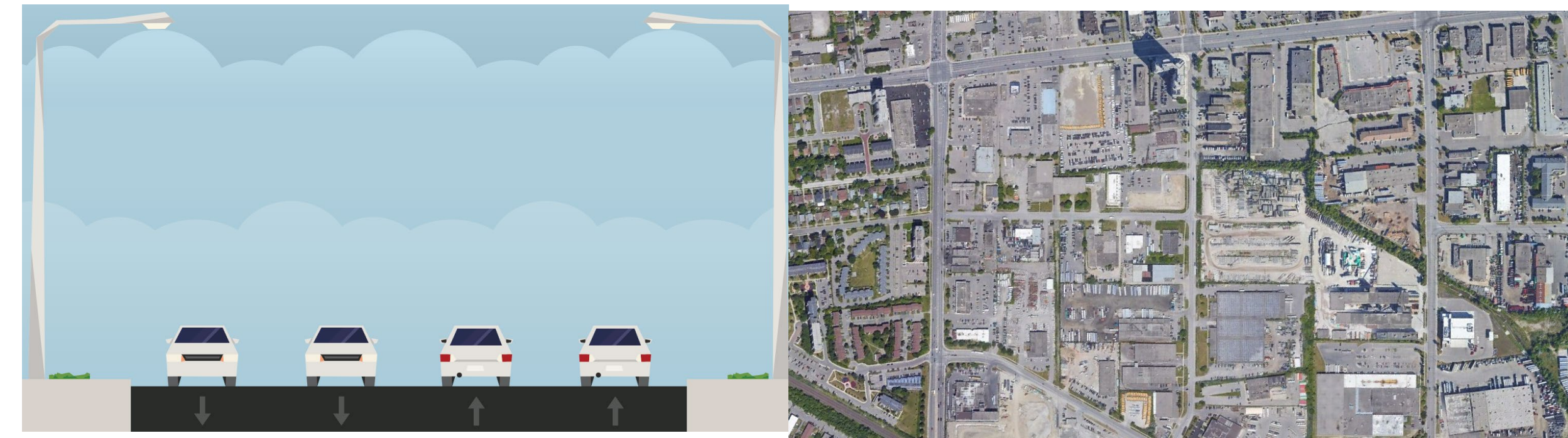
5. Localized Intersection and Operational Improvements

Change traffic signals timings and phasing, improve the geometry of the intersections, and provide new traffic signals (where warranted).



6. Active Transportation Improvements

Construct new facilities to promote walking and cycling in the study area.



7. Widen/ Construct to 4 Lanes, Extend Clark Boulevard and Build New Crossing of Etobicoke Creek Tributary

Widen existing Eastern Avenue to four lanes and extend Eastern Avenue to Clark Boulevard to provide an alternate road connection. This option provides a new crossing of the Etobicoke Creek Tributary.

Evaluation Criteria

To assess which Alternative Solution(s) best addresses the needs for the study area, the following evaluation criteria was identified:



Technical and Engineering

- Accommodate Future Travel Demands
- Provide Connectivity and Compatibility with Road Network
- Improve Public Transit Service
- Create a Pedestrian-Friendly Environment
- Create a Cyclist-Friendly Environment
- Improve Safety for All Travel Modes
- Improve Mode Choice
- Accommodate Emergency Services
- Potential to Impact Utilities in the Corridor



Natural Environment

- Minimize Impacts to Designated Natural Areas
- Minimize Impacts to Vegetation
- Minimize Impacts to Wildlife
- Minimize Impacts to Aquatic Habitat
- Minimize Impacts to Surface Water and Groundwater Management
- Minimize Impacts to Potentially Contaminated Lands
- Improve Air Quality
- Minimize Effects on Climate Change



Planning Objectives

- Consistent with Provincial Plans and Policies
- Consistent with Regional Plans and Policies
- Consistent with Municipal Plans and Policies



Social & Cultural Environment

- Minimize Access Impacts
- Minimize Traffic Noise
- Preserve Archaeological and Cultural Heritage Features
- Improve Visual Aesthetics
- Improve Community Character and Public Realm
- Minimize Disruption due to Construction



Economic Environment

- Improve Access to Businesses and Key Employment Areas
- Minimize Operating and Maintenance Costs
- Minimize Capital and Construction Costs, and Maximize Construction Value
- Minimize Property Requirements

Technical Studies

These technical studies are used to inform the evaluations and identify impacts of the proposed improvements. They are underway or will be completed as part of the EA study:



Evaluation and Preferred Solution

Each Alternative Solution was evaluated and a summary of the evaluation is provided:

Alternatives:	Evaluation Criteria	Technical and Engineering	Planning Objectives	Social and Cultural Environment	Economic Environment	Natural Environment	RECOMMENDATION
1. Do Nothing		Not Preferred	Not Preferred	Not Preferred	Not Preferred	Less Preferred	Not Recommended
2. Limit Development		Not Preferred	Not Preferred	Not Preferred	Not Preferred	Less Preferred	Not Recommended
3. Travel Demand Management		Less Preferred	Less Preferred	Most Preferred	Most Preferred	Less Preferred	Recommended in combination ✓
4. Improve Other Roadways		Not Preferred	Not Preferred	Not Preferred	Not Preferred	Not Preferred	Not Recommended
5. Localized Intersection & Operational Improvements		Less Preferred	Less Preferred	Less Preferred	Less Preferred	Less Preferred	Recommended in combination ✓
6. Active Transportation Improvements		Most Preferred	Less Preferred	Most Preferred	Most Preferred	Most Preferred	Recommended in combination ✓
7. Widen to 4 Lanes, Extend Clark Boulevard & Build New Crossing Of Etobicoke Creek Tributary		Most Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred	Recommended in combination ✓

Legend:

- Not Preferred**
(Does not meet objectives)
- Less Preferred**
(Partially meets objectives)
- Most Preferred**
(Meets objectives)

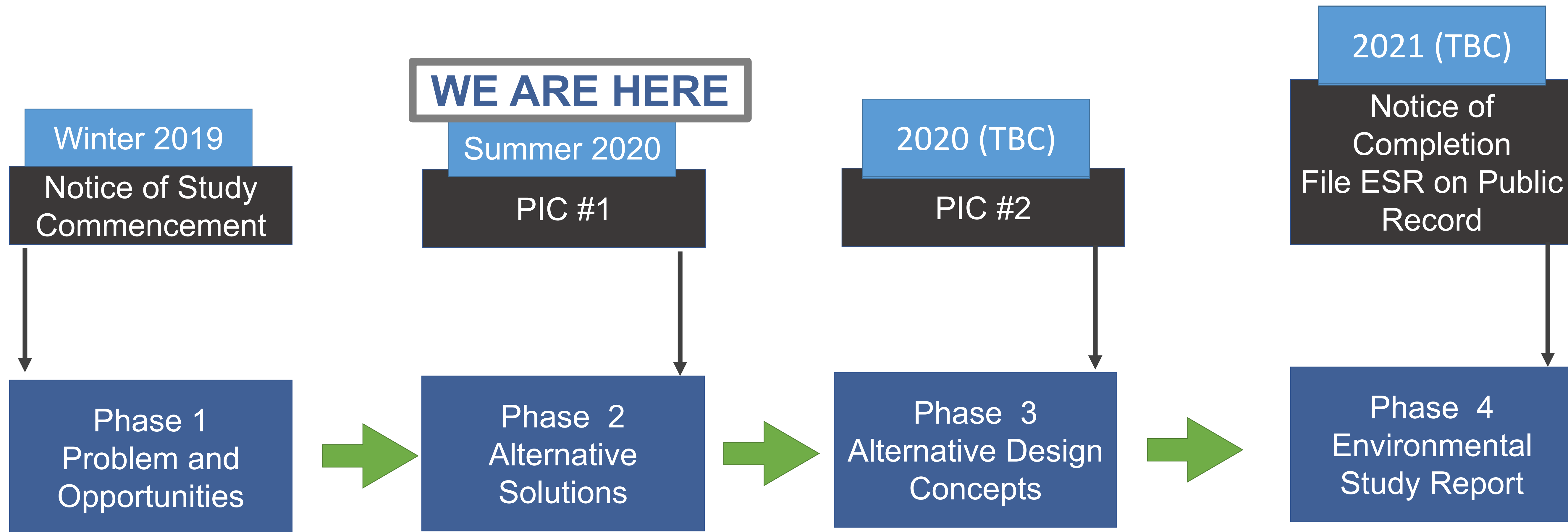
Based on the evaluation, the **Preferred Solution** is recommended as a combination of the following alternatives:

- 3. Travel Demand Management (TDM)
- 5. Localized Intersection and Operational Improvements
- 6. Active Transportation Improvements
- 7. Widen / Construct to Four Lanes, Extend Clark Boulevard and Build a New Crossing of Etobicoke Creek Tributary

Project Schedule and Next Steps

NEXT STEPS

Project Schedule and Next Steps



Next Steps



Review feedback from the public



Refine and Confirm the Preferred Solution



Develop and Evaluate Alternative Design Concepts, and Identify Preferred Design



Present the Preferred Design at Public Information Centre #2

Next Steps

GENERAL:



Vehicular Lane



Curb & Gutter



Ditch



Street Trees /
Landscaping



Utilities /
Street Lights

INTERSECTIONS:



Crossride at
intersection
Dedicated crossing for cyclists
at intersections



Crosswalk at
Intersection
Dedicated crossing for
pedestrians at intersections

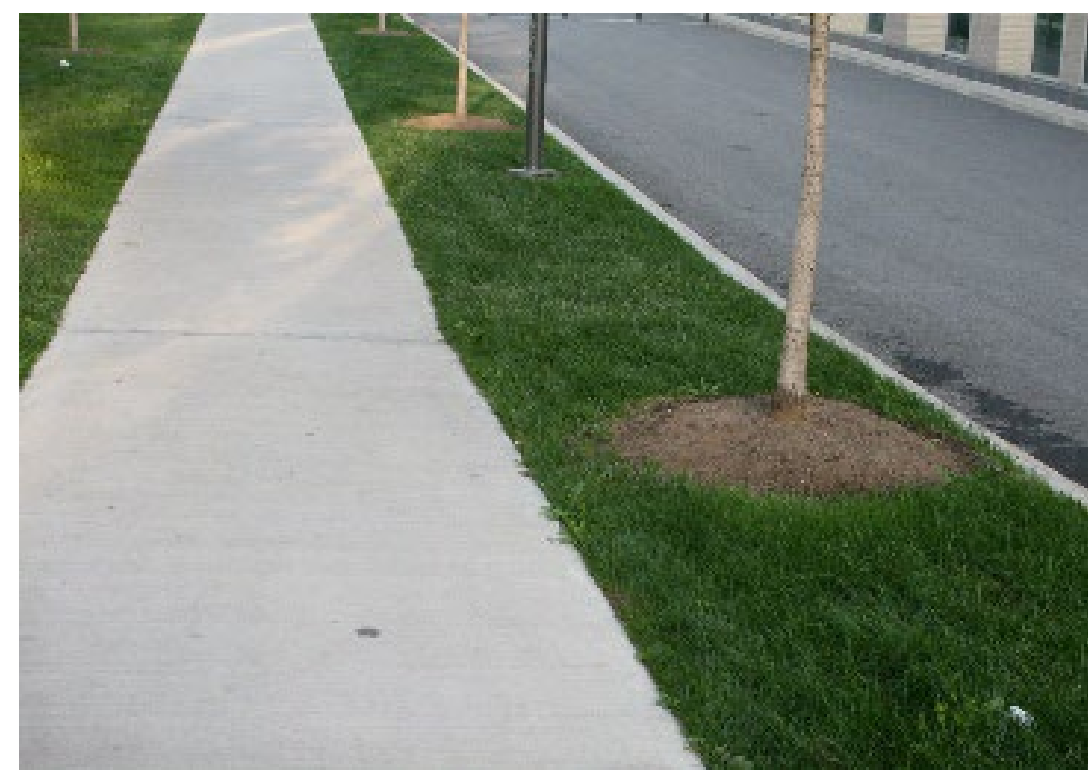


Transit
Improvements /
Amenities



New Traffic Signals
(where warranted)

ACTIVE TRANSPORTATION (PEDESTRIANS AND CYCLISTS):



Sidewalk
For pedestrians only, separated
from cyclists



Multi-Use Path
Pedestrian and cyclists share
space in boulevard



Boulevard Cycle Track
Cyclists in boulevard separated from
pedestrians and traffic



On-street bike lanes
Cyclists travel on-street adjacent to
traffic lanes

In the next stage of the study we will review **HOW** to design Clark Boulevard / Eastern Avenue. Here are some features we can consider.

NEXT STEPS

Contact Us

Your input is very valuable to us!



Please complete the **online comment form** or **contact us by email or phone** to share your thoughts by **October 9th, 2020**

For more information visit us at:



www.brampton.ca/ClarkBlvdExt

To join the Study Mailing List or to share your thoughts or opinions about the corridor, contact us at:



Soheil.Nejatian@brampton.ca

Phone: (905)874-5909

Tara.Erwin@hdrinc.com

Phone: (289) 695-4653

Community Outreach



Direct Mail Notices



City of Brampton Website



Stakeholder
Group Meetings



Newspaper Notices



Agency Meetings



Public Information Centre



City of Brampton Social
Media

PIC#1 Summary of Feedback

The first online Public Information Centre (PIC#1) for the Clark Boulevard Extension and Eastern Avenue improvements EA study ran from September 10, 2020 to October 9, 2020. It was organized as a virtual event posted on the project website. The purpose of Public Information Centre #1 was to present the preliminary findings of Phases 1 and 2 (Problem and Opportunity and Alternative Solutions) for the study area to the public and stakeholders and request their feedback. Individuals had the opportunity to leave questions, comments, and concerns by October 9, 2020 through an online survey provided on the project. A total of sixteen (16) surveys were completed.

The following summarizes the feedback received from PIC#1. Individual comment-responses were issued to each survey respondent and are summarized at the end of the document.

1. How often do you currently travel along the existing portion of the study corridor (Eastern Avenue between Kennedy Road and Hansen Road)?

[More Details](#)

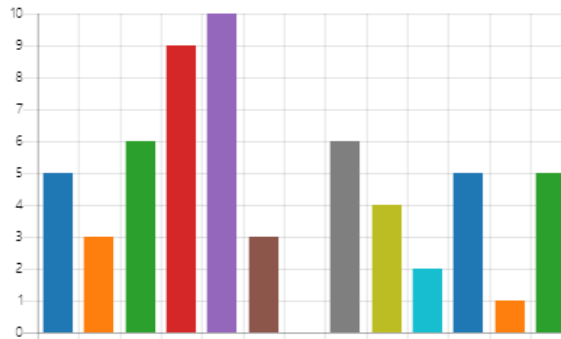
● Daily	2
● A few times per week	1
● A few times per month	4
● Rarely	5
● Never	4



2. What are your concerns for existing portion of the study corridor (Eastern Avenue between Kennedy Road and Hansen Road)? Select all that apply.

[More Details](#)

● Traffic Delays / Congestion	5
● Rail crossing east of Kennedy ...	3
● Safety issues	6
● Discontinuous Sidewalks	9
● Lack of cycling facilities	10
● Risk of collisions	3
● On-street parking	0
● Road condition (driving surfac...	6
● Rural condition (including ope...	4
● Lack of transit connections	2
● Lack of street trees and landsc...	5
● I do not have any concerns	1
● Other	5



- Traffic coming out of Eastern on to Kennedy Rd. should ONLY be allowed to go NORTH BOUND. I live on Hillcrest Ave. and see lots of pedestrians jaywalking across Kennedy from that point and up to the corner of Queen & Kennedy. IF someone wants to GO SOUTH they could go south on Hansen to Orenda then go to the light at Kennedy. THE OTHER concern is for Eastern Ave. and Hillcrest Ave.. for more traffic. WE already contend with traffic who want to by pass the Queen and Kennedy corner to go WEST as they cut through these TWO streets. The parking on these two streets has got worse since the parking at the Medical Centre is expensive and people park on side streets. We have TWO high rise apts. going in to that neighbourhood that will also cause more traffic and parking issues. The existing building at 215 Queen St. already has parking issues for visitors AND residents so I am fairly confident is saying that the TWO new high rises (one being 32 storeys) will also have parking issues;

3. Do you agree with the Problems and Opportunities identified for Clark Boulevard Extension and Eastern Avenue study corridor between Kennedy Road and Rutherford Road?

[More Details](#)

● Yes	14
● No	2



4. If you have comments on the Problem and Opportunities, please share them below:

- How about a cycling/ pedestrian pathway only with green space and trees? We do NOT need any more wide roads.
- A calming mode of transportation that would connect to other protected bike lanes and sidewalks on Kennedy and Hansen would be utilized and a solution to overuse of cars as transport in this city.
- I am unclear as to what residential options will be used. High density buildings will only contribute to traffic congestion on Queen and Kennedy. Low density housing is a waste of land. Existing commercial properties (with the exception of the medical facilities that have been and are being built) are of low value so is the plan to move them out?
- I agree with the plan that City of Brampton is taking.
- Please provide a zoning improvement to the south side of Eastern Avenue as this will allow for mixed use retail, commercial and residential development. This would increase the potential value for our property so that we could afford to move our manufacturing location to another location within Brampton. This re-zoning would also support increased intensification which is constructive & supportive of additional property tax revenue for the city of Brampton and better usage of proposed Brampton transit and proposed All Day Go from Pearson Airport to Kitchener.

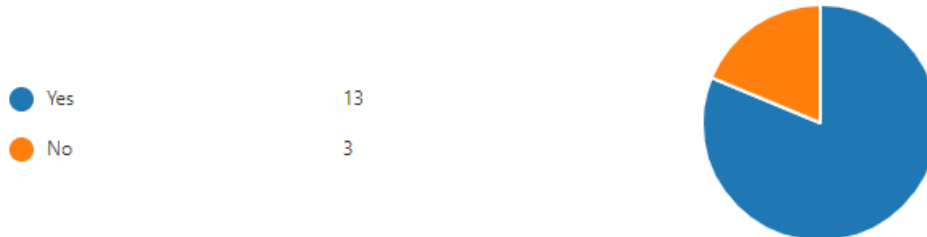
- I find the conclusion that we need to accommodate the future growth of cars problematic. The city has declared a climate emergency, and we're trying to DISCOURAGE the growth of cars.
- I agree that there are opportunities to improve the space for active transportation. Being able to more easily access Rutherford Rd. from Eastern, instead of Orenda, would put someone on a bicycle much closer to where the bike lanes start north of Queen, and closer to the shops at Queen and Rutherford.
- Maybe add some transit route to connect Kennedy and Clark
- Traffic coming out of Eastern on to Kennedy Rd. should ONLY be allowed to go NORTH BOUND. I live on Hillcrest Ave. and see lots of pedestrians jaywalking across Kennedy from that point and up to the corner of Queen & Kennedy. IF someone wants to GO SOUTH they could go south on Hansen to Orenda then go to the light at Kennedy. THE OTHER concern is for Eastern Ave. and Hillcrest Ave.. for more traffic. WE already contend with traffic who want to by pass the Queen and Kennedy corner to go WEST as they cut through these TWO streets. The parking on these two streets has got worse since the parking at the Medical Centre is expensive and people park on side streets. We have TWO high rise apts. going in to that neighbourhood that will also cause more traffic and parking issues. The existing building at 215 Queen St. already has parking issues for visitors AND residents so I am fairly confident is saying that the TWO new high rises (one being 32 storeys) will also have parking issues
- We need a bicycle suitable east/west street to avoid Queen St.
- Would like to see this project move forward

5. Are there any additional Evaluation Criteria we should consider from the list we shared? Tell us below or otherwise leave blank.

- We have a subdivision and a condo near the proposed roadway. People need to be considered.... the additional noise, pollution and safety hazards vehicles present is unconscionable in 2020. Brampton should be looking for ways to reduce traffic not create it.
- Take a trip to Ottawa and bike through the city. "
- None that I can think of.
- I read everything I could find ON LINE about this project. I love the fact you are opening it up as I use this route everyday to go from Hillcrest Ave to the RE/MAX office at Clark and Hwy 410 in the Bramrose Plaza BUT I do not see comments or concerns about the street across from the exit of Eastern on to Kennedy Rd. I think this needs to be addressed by TRAFFIC

6. Do you agree with the Preferred Solution for the study corridor, which is recommended as a combination of: travel demand management, localized intersection and operational improvements, active transportation facilities, and widen / construct to four lanes, extend Clark Boulevard and build a new crossing of Etobicoke Creek Tributary?

[More Details](#)



7. If you have comments on the Preferred Solution, please share them below:

- I've already made my comments above. NO MORE ROADS.
- Back to my comments above.
- Please change the zoning for the south side of Eastern Avenue to allow for mixed use retail, commercial and residential as per my comment in question 4 above.
- Not exactly: I would agree with widening out the road to accommodate bike lanes. But not for doubling the capacity for cars.
- I do not think a lot of money needs to be spent on this railway crossing if that is what is referenced in the Etobicoke Creek Tributary as this rail line is seldom used AND the train has to stop on the north side of Eastern Ave to go into the company who utilize this track so the speed is extremely SLOW. A Warning light should be enough.
- Connecting those roads would create an East West alternative for cyclists that don't want or like riding on queen to get to work.
- I mostly agree with the suggested solutions presented, with the exception of widening to four lanes, which you haven't shown strong evidence of need for in your materials. Why not extend the road with only 2 lanes? I am worried 4 lanes may not leave much room for other improvements, i.e. sidewalks, street trees, cycling facilities, etc. I am also concerned about safety of a wide road. I could be convinced if it means the opportunity to narrow the nearby section of Queen Street, which is too wide and poorly designed.

8. Design Alternatives In the next phase of the study we will be studying alternative ways to design the improvements to Clark Boulevard / Eastern Avenue. Which general features are important to you when considering improvements for Clark Boulevard / Eastern Avenue between Kennedy Road and Rutherford Road? Select all that apply.





[More Details](#)

 Vehicular Lane	9
 Curb & Gutter	6
 Ditch	2
 Street trees / Landscaping	11
 Utilities / Streetlights	6



9. Which intersection features are important to you? Select all that apply.





[More Details](#)

 Crossride at intersections (ded...	11
 Crosswalk at intersections (de...	10
 New traffic signals (where war...	11
 Transit Improvements / Ameni...	7



10. Which active transportation features are important to you? Select all that apply.

[More Details](#)

 Continuous sidewalk - For ped...	5
 Multi-Use Path - Pedestrians a...	12
 Boulevard Cycle track - Cyclist...	7
 On-street bike lanes - Cyclists ...	1



11. If you have comments on any of the design options, please share them below:

- I think bicycle lanes on roadways are hazardous for both cyclists and for motorists.
- Fix clark east of dixie as well,
- I have traveled this route for years and have witnessed a LARGE overflow of water on Hansen Rd and Eastern Ave. on many occasions. The water overflows the drainage ditch and covers some parts of the roads. This should be addressed when construction is done to allow for the FLOW of water UNDER the new extension.

- Many people working in the industrial areas as well as retail spaces along Queen need to travel from Bramalea or residential areas of Queen/Hansen and Rutherford to those spaces. Many are low paid workers and cycling would be a great thing for these people. I am one of them.
- would love to see multi use paths
- It would be great to have better sidewalks and some space for biking here. Even better if a cycling route could continue over the 410.

12. Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study:

- I am concerned, as mentioned above, about contributing to traffic congestion on Queen and Kennedy.
- Please re-zone the south side of Eastern Avenue to allow mixed use retail, commercial and residential as per my comments in question 4 and question 7
- The relationship between this section of eastern and the parallel part of Queen should be considered together. I would love to see improvements along Queen Street, especially to make it nicer to walk, bike, take transit. If this work on Eastern can help accommodate that, great. But if the goal is to just cram more cars and trucks into Brampton on ever wider roads everywhere, it will not help make Brampton more liveable for us.

13. What is your preferred way to receive updates?

[More Details](#)

● By letter mail	0
● By email	14





Comment Response

COMMENT	RESPONSE
<p>If you have comments on the Problem and Opportunities, please share them below:</p> <p>I am unclear as to what residential options will be used. High density buildings will only contribute to traffic congestion on Queen and Kennedy. Low density housing is a waste of land. Existing commercial properties (with the exception of the medical facilities that have been and are being built) are of low value so is the plan to move them out?</p> <p>If you have comments on the Preferred Solution, please share them below:</p> <p>Back to my comments above.</p> <p>If you have comments on any of the design options, please share them below:</p> <p>No response</p> <p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study:</p> <p>I am concerned, as mentioned above, about contributing to traffic congestion on Queen and Kennedy.</p>	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>It is clarified that the scope of this Clark Boulevard / Eastern Avenue Improvements EA Study is limited to planning the transportation improvements to accommodate the planned growth in the immediate and broader study area. For information regarding the planned land use and density targets please refer to the Preliminary Queen Street East Precinct Plan which was endorsed by City Council on January 13, 2020. In addition to the Preliminary Queen Street East Precinct Plan endorsed by Council, the Queen Street Corridor Secondary Plan envisions properties along the Queen Street East Corridor to be developed with high density mixed use buildings (i.e. residential that will support commercial, and institutional uses in the same building or nearby) that will facilitate pedestrian friendly environment that is able to support transit. It is expected that future improvements to transit along Queen Street, sufficient densities to support transit use and expected that future improvements to pedestrian and cycling infrastructure along Queen Street will mitigate traffic concerns. ... are contacts for the Queen Street Precinct Plan.</p> <p>The preferred solution is to widen Eastern Avenue from Kennedy Road to Hansen Road to four lanes and extend the road as four lanes to Rutherford Road. Active transportation facilities to accommodate pedestrian and cyclists and streetscaping opportunities are also propose. The road extension and additional road widening along the Eastern Avenue / Clark Boulevard corridor will relieve congestion on adjacent corridors including Queen Street and provide opportunities</p>



COMMENT	RESPONSE
<p>If you have comments on the Problem and Opportunities, please share them below:</p> <p>Traffic coming out of Eastern on to Kennedy Rd. should ONLY be allowed to go NORTH BOUND. I live on Hillcrest Ave. and see lots of pedestrians jaywalking across Kennedy from that point and up to the corner of Queen & Kennedy. IF someone wants to GO SOUTH they could go south on Hansen to Orenda then go to the light at Kennedy. THE OTHER concern is for Eastern Ave. and Hillcrest Ave.. for more traffic. WE already contend with traffic who want to by pass the Queen and Kennedy corner to go WEST as they cut through these TWO streets. The parking on these two streets has got worse since the parking at the Medical Centre is expensive and people park on side streets. We have TWO high rise apts. going in to that neighbourbourhood that will also cause more traffic and parking issues. The existing building at 215 Queen St. already has parking issues for visitors AND residents so I am fairly confident is saying that the TWO new high rises (one being 32 storeys) will also have parking issues</p> <p>Are there any additional Evaluation Criteria we should consider from the list we shared? Tell us below or otherwise leave blank.</p> <p>I read everything I could find ON LINE about this project. I love the fact you are opening it up as I use this route everyday to go from Hillcrest Ave to the RE/MAX office at Clark and Hwy 410 in the Bramrose Plaza BUT I do not see comments or concerns about the street across from the exit of Eastern on to Kennedy Rd. I think this needs to be addressed by TRAFFIC</p> <p>If you have comments on the Preferred Solution, please share them</p>	<p>for new transit routes and travel via other modes (walking and cycling).</p> <p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>A Transportation and Traffic Assessment Study is completed as part of the EA study to inform the study recommendations. During Phase 3 - Alternative Designs of this study which is underway following PIC#1, we are reviewing and confirming the recommended traffic control measures including the need for new traffic signals in the study area and associated turning lane requirements. The preliminary recommendations are to provide new traffic signals at the intersections at Kennedy Road / Eastern Avenue and Hansen Road / Clark Boulevard.</p> <p>An opportunity to improve the safety of the existing rail crossing has been identified for the study to address all road users including vehicles and pedestrians and cyclists. Recommendations made at the existing rail crossing will consider current standards, guidelines and warrant criteria, and will be developed in consultation with the rail authority.</p> <p>A Drainage and Stormwater Management study will be prepared during Phase 3 - Alternative Designs of this study which is underway following PIC#1, and will include a review of the existing drainage conditions, and assessment of future conditions resulting from the proposed improvements. The proposed road improvements are anticipated to include urbanization of the corridor with the introduction of a storm sewer system that will be designed in compliance with applicable storm water management criteria and standards. A strategy to address the drainage requirements will be</p>



COMMENT	RESPONSE
<p>below: I do not think a lot of money needs to be spent on this railway crossing if that is what is referenced in the Etobicoke Creek Tributary as this rail line is seldom used AND the train has to stop on the north side of Eastern Ave to go into the company who utilize this track so the speed is extremely SLOW. A Warning light should be enough.</p> <p>If you have comments on any of the design options, please share them below: I have traveled this route for years and have witnessed a LARGE overflow of water on Hansen Rd and Eastern Ave. on many occasions. The water overflows the drainage ditch and covers some parts of the roads. This should be addressed when construction is done to allow for the FLOW of water UNDER the new extension.</p> <p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study: No response</p>	<p>developed and reviewed in consultation with the Toronto Region Conservation Authority (TRCA) and Ministry of the Environment Conservation and Parks (MECP).</p>
<p>If you have comments on the Preferred Solution, please share them below: Connecting those roads would create an East West alternative for cyclists that don't want or like riding on queen to get to work.</p>	<p>Comment noted,</p>
<p>If you have comments on the Problem and Opportunities, please share them below: would like to see this project move forward</p> <p>If you have comments on any of the design options, please share them below: would love to see multi use paths</p>	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>The preferred alternative solution includes the recommendation for dedicated active transportation infrastructure for individuals who wish to bike or walk. In the next phase of the study the project team will be considering different active transportation facility types including multi-use paths (MUPs) and separated sidewalks and boulevard cycle tracks. The evaluation and recommendations will be</p>



COMMENT	RESPONSE
<p>If you have comments on the Problem and Opportunities, please share them below: I find the conclusion that we need to accommodate the future growth of cars problematic. The city has declared a climate emergency, and we're trying to DISCOURAGE the growth of cars. I agree that there are opportunities to improve the space for active transportation. Being able to more easily access Rutherford Rd. from Eastern, instead of Orenda, would put someone on a bicycle much closer to where the bike lanes start north of Queen, and closer to the shops at Queen and Rutherford.</p> <p>If you have comments on the Preferred Solution, please share them below: Not exactly: I would agree with widening out the road to accommodate bike lanes. But not for doubling the capacity for cars.</p>	<p>presented at the next Public Information Centre (PIC). As we have added you to the study mailing list you will receive notice of the next PIC.</p> <p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>We understand your concerns about widening the road on the existing part of Eastern Avenue and the proposed extension of Clark Boulevard. The proposed road improvements supports the anticipated population and employment growth in the City of Brampton and will help reduce the anticipated congestion along the study corridor. The proposed road widening will provide multi-modal improvements for sustainable modes of transportation such as pedestrian and cycling. The additional road link/extension also provides opportunities for additional transit routing to service the study corridor. In the next phase of the study the project team will review different active transportation facility types to determine how best to accommodate pedestrians and cyclists and provide opportunities for plantings/green space along the Clark Boulevard / Eastern Avenue study corridor. The evaluation and recommendations will be shared at the next Public Information Centre (PIC). As we have added you to the study mailing list you will receive notice of the next PIC.</p>
<p>If you have comments on the Problem and Opportunities, please share them below: We need a bicycle suitable east/west street to avoid Queen St.</p> <p>If you have comments on any of the design options, please share them below: Many people working in the industrial areas as well as retail spaces along Queen need to travel from Bramalea or residential areas of</p>	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>The preferred alternative solution includes the recommendation for dedicated active transportation infrastructure for individuals who wish to bike or walk. The additional road link/extension also provides opportunities for additional transit routing to service the study corridor. In the next phase of the study the project team will be</p>



COMMENT	RESPONSE
<p>Queen/Hansen and Rutherford to those spaces. Many are low paid workers and cycling would be a great thing for these people. I am one of them.</p>	<p>considering different active transportation facility types including multi-use paths (MUPs) and separated sidewalks and boulevard cycle tracks. The evaluation and recommendations will be presented at the next Public Information Centre (PIC). As we have added you to the study mailing list you will receive notice of the next PIC.</p>
<p>If you have comments on the Problem and Opportunities, please share them below: How about a cycling/ pedestrian pathway only with green space and trees? We do NOT need any more wide roads. A calming mode of transportation that would connect to other protected bike lanes and sidewalks on Kennedy and Hansen would be utilized and a solution to overuse of cars as transport in this city.</p> <p>Are there any additional Evaluation Criteria we should consider from the list we shared? Tell us below or otherwise leave blank. We have a subdivision and a condo near the proposed roadway. People need to be considered.... the additional noise, pollution and safety hazards vehicles present is unconscionable in 2020. Brampton should be looking for ways to reduce traffic not create it. Take a trip to Ottawa and bike through the city.</p> <p>If you have comments on the Preferred Solution, please share them below: I've already made my comments above. NO MORE ROADS.</p>	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>We understand your concerns about widening the road on the existing part of Eastern Avenue and the proposed extension of Clark Boulevard. The proposed road improvements supports the anticipated population and employment growth in the City of Brampton and will help reduce the anticipated congestion along the broader study area and parallel roads by providing a new connection in the network and allowing for alternate travel routes. The proposed road widening will provide multi-modal improvements for sustainable modes of transportation such as pedestrian and cycling. The additional road link/extension also provides opportunities for additional transit routing to service the study corridor. In the next phase of the study the project team will review different active transportation facility types to determine how best to accommodate pedestrians and cyclists and provide opportunities for plantings/green space along the Clark Boulevard / Eastern Avenue study corridor. The evaluation and recommendations will be shared at the next Public Information Centre (PIC). As we have added you to the study mailing list you will receive notice of the next PIC.</p>
<p>If you have comments on the Preferred Solution, please share them below: I mostly agree with the suggested solutions presented, with the exception of widening to four lanes, which you haven't shown strong evidence of need for in your materials. Why not extend the road with</p>	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>We understand your concerns about widening the road on the existing part of Eastern Avenue and the proposed extension of Clark</p>



COMMENT	RESPONSE
<p>only 2 lanes? I am worried 4 lanes may not leave much room for other improvements, i.e. sidewalks, street trees, cycling facilities, etc. I am also concerned about safety of a wide road. I could be convinced if it means the opportunity to narrow the nearby section of Queen Street, which is too wide and poorly designed.</p> <p>If you have comments on any of the design options, please share them below: It would be great to have better sidewalks and some space for biking here. Even better if a cycling route could continue over the 410.</p> <p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study: The relationship between this section of eastern and the parallel part of Queen should be considered together. I would love to see improvements along Queen Street, especially to make it nicer to walk, bike, take transit. If this work on Eastern can help accommodate that, great. But if the goal is to just cram more cars and trucks into Brampton on ever wider roads everywhere, it will not help make Brampton more liveable for us.</p>	<p>Boulevard. The proposed road improvements supports the anticipated population and employment growth in the City of Brampton. The proposed road widening will provide multi-modal improvements for sustainable modes of transportation such as pedestrian and cycling. The additional road link/extension also provides opportunities for additional transit routing to service the study corridor. In the next phase of the study the project team will review different active transportation facility types to determine how best to accommodate pedestrians and cyclists and provide opportunities for plantings/green space along the Clark Boulevard / Eastern Avenue study corridor. The evaluation and recommendations will be shared at the next Public Information Centre (PIC). As we have added you to the study mailing list you will receive notice of the next PIC.</p> <p>Planning Staff is currently working on advancing plans on the Queen Street East Precinct Plan. A Preliminary Plan has been approved by Council that shows a mix of land-uses that will foster complete communities and transit-oriented, pedestrian friendly development. Currently, staff is working on hiring consultants to undertake numerous studies relating to infrastructure, open space, servicing and transportation in order to implement the objectives of the precinct plan. Once the technical studies are complete, staff will be in a better position to determine how development along the Queen Street corridor should proceed, and the type of improvements that will be required to implement the objectives for Queen Street East. These components will likely include items such as parks/open space, community facilities, sidewalks, cycling facilities and transit infrastructure</p>
<p>If you have comments on the Problem and Opportunities, please share them below:</p>	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p>



COMMENT	RESPONSE
<p>I agree with the plan that City of Brampton is taking. Please provide a zoning improvement to the south side of Eastern Avenue as this will allow for mixed use retail, commercial and residential development. This would increase the potential value for our property so that we could afford to move our manufacturing location to another location within Brampton. This re-zoning would also support increased intensification which is constructive & supportive of additional property tax revenue for the city of Brampton and better usage of proposed Brampton transit and proposed All Day Go from Pearson Airport to Kitchener.</p> <p>If you have comments on the Preferred Solution, please share them below: Please change the zoning for the south side of Eastern Avenue to allow for mixed use retail, commercial and residential as per my comment in question 4 above.</p> <p>If you have comments on any of the design options, please share them below: I think bicycle lanes on roadways are hazardous for both cyclists and for motorists.</p> <p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study: Please re-zone the south side of Eastern Avenue to allow mixed use retail, commercial and residential as per my comments in question 4 and question 7</p>	<p>The preferred alternative solution includes the recommendation for dedicated active transportation infrastructure for individuals who wish to bike or walk. In the next phase of the study the project team will be considering different active transportation facility types including multi-use paths (MUPs) and separated sidewalks and boulevard cycle tracks. The evaluation and recommendations will be presented at the next Public Information Centre (PIC). As we have added you to the study mailing list you will receive notice of the next PIC.</p> <p>Re-zoning is not part of the scope of the EA study. Should you have further questions or concerns regarding zoning along the study corridor, please contact the City of Brampton at 905-874-2050 and ask to speak to an Information Planner in the Planning, Building and Economic Development Department. At this time there are no plans to rezone lands south of Eastern Avenue as they are outside the Queen Street East Precinct Plan. A detailed proposal from the land owner is required.</p>
<p>If you have comments on the Problem and Opportunities, please share them below: Maybe add some transit route to connect Kennedy and Clark</p>	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>The preferred alternative solution includes the recommendation to</p>



COMMENT	RESPONSE
<p>If you have comments on any of the design options, please share them below: Fix clark east of dixie as well,</p>	<p>extend Eastern Avenue from Hansen Road to Rutherford Road. This additional road link/extension will provide opportunities for additional transit routing to service the study corridor and can result in opportunities to provide more efficient and direct transit routes.</p>
<p>Good morning, I hope you will accept this note from (..) as additional feedback regarding the improvement options being put forward by staff regarding the Clark Boulevard and Eastern Avenue improvements, particularly as they relate to active transportation impacts. Of the options being carried forward, (..) prefers Alternative 1: Boulevard One-Directional Cycle tracks and sidewalks on both sides. Assuming the engineering would be comparable to the Vaughan implementation seen along Highway 7, with, quality asphalt, "elephant footprints" at driveways, smooth surface transitions from cycle track to intersection, cross rides, and the use of green paint in conflict zones, this option would be a good alternative to on road bike lanes, especially those not physically separated, as drivers cannot drive on the cycle track without mounting the curb.</p> <p>We feel that the staff recommended Alternative 4: Sidewalk on south side, and dual boulevard cycle tracks and sidewalk on north side, is inferior to Alternative 1 for the following reasons. Bi-directional cycle tracks only on one side of the road make it more challenging to navigate turns especially if there is no cycling infrastructure on the streets being turned into. They are also less intuitive for cyclists used to riding on the roads. It is a short corridor that, at least initially, will not have cycling infrastructure to the east or west, which means that when travelling from west of Kennedy, and continuing east on Clark past Rutherford, cyclists will have to cross the intersections in both directions. It is also more awkward to do shoulder checks when riding in boulevard against the traffic flow.</p>	<p>Hi,</p> <p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>The City of Brampton's January 2020 Preliminary Queen Street East Precinct Plan identified a Future Urban Greenway along the north boulevard of the corridor. This future urban greenway is to protect for a dedicated pedestrian and cycling facility. Although Alternative 1 (Boulevard One-Directional Cycle Tracks and Sidewalks on both sides) provides cyclist access in both the north and south boulevards, this option only permits cyclist travel to one-direction (westbound) within the Future Urban Greenway. Alternative 4 (Sidewalk on South Side and Dual Boulevard Cycle Tracks and Sidewalk on north side) was recommended as although cyclist travel is limited to the north boulevard, this option is consistent with the City's vision for the Future Urban Greenway and permits two way travel within the Future Urban Greenway. This option also provides cyclists with separated space from pedestrians and dedicated space for each direction. This alternative provides the greatest separation of pedestrians and cyclists minimizing conflicts between both users and bi-directional cyclists. This alternative also limits additional conflict points for cyclists at driveways to the north boulevard only.</p> <p>Cross-rides are proposed at intersections to accommodate pedestrians and cyclists crossings. Intersections will be designed in accordance with Accessibility for Ontarians with Disabilities (AODA)</p>



COMMENT	RESPONSE
<p>And at night it means the headlights of vehicles may impact cyclist' vision even though the design calls for the cycle track to be separated from the live traffic lane by streetscaping. We cannot see the detail being proposed at intersections.</p> <p>Also, as the project is being implemented, consideration should also be given for the provision of a future AT connection from Eastern Avenue west of Kennedy Road to existing infrastructure at the Trueman Street bridge, Peel Memorial Health Centre, and the Centre St. bike lanes. At the far east end, AT connectivity should be considered for accessing the Bramrose Square shopping mall and for continuation of AT traffic along Clark Blvd over highway 410.</p> <p>Please contact me if you have any questions. Thanks for the opportunity to provide input.</p>	<p>standards and to facilitate the movement of all road users, including pedestrians and cyclists. Additional details on pavement markings, material type and signage would be identified during the subsequent Detailed Design stage of the project.</p> <p>The transition of the AT facilities east and west of the EA study corridor would be accommodated through the signalized intersections.</p> <p>If you have any further inquiries, please feel free to reach out to any member of the project team.</p> <p>Thanks,</p>



Meeting Minutes

Project:	Environmental Assessment (EA) for Clark Boulevard Extension (Rutherford Road to Hansen Road) and Improvements to Eastern Avenue (Hansen Road to Kennedy Road)	
Subject:	Stakeholder Group (SHG) Meeting 2	
Date:	Friday, October 01, 2021	
Location:	WebEx Meeting	
Attendees:	Soheil Nejatian (City of Brampton) Tara Erwin (HDR) Michelle Mascarenhas (HDR) Charlotte Yuen (HDR)	Ken Dzogan (City of Brampton) Bishnu Parajuli (City of Brampton) Carmen Caruso (City of Brampton) Brian Lakeman (City of Brampton) Stakeholder Group Members
Invitation Details:	Nine (9) SHG members were invited to the second SHG meeting on October 1, 2021. Six (6) SHG members attended SHG Meeting 2.	
Meeting Purpose / Overview:	The City of Brampton initiated a Clark Blvd Extension and Eastern Avenue Improvements Class EA in January 2019. This meeting provided an update on the study and presented the evaluation of the preferred alternative designs for Active Transportation (AT) facilities, widening, and alignment of the Clark Boulevard extension from Hansen Road to Rutherford Road, and preliminary preferred design of the study corridor in advance of the second Public Information Centre (PIC).	

	Topic	Action By
1	Introductions	
2	Presentation by HDR (see attached slides)	
3	<p>Key Discussions</p> <p><u>Cycling Lane at Hansen Road</u> A stakeholder raised concerns of Hansen Road not being a cyclist-friendly road and noted a fatality prior to the COVID-19 pandemic. They inquired if improvements to the Hansen Road corridor will be included as part of these proposed works to accommodate cyclists. The project team clarified that improvements to the Hansen Road intersection with Clark Road are within the scope but improvements beyond the intersection are beyond the scope of this EA study. However, City of Brampton will confirm if there are plans to add cycling infrastructure to Hansen Road through a separate study.</p> <p><u>Bike Lanes East of Rutherford</u> There were questions regarding cycling infrastructure proposed east of Rutherford Road which is beyond the EA study limits and how the infrastructure would transition at this location. The project team clarified that the boulevard cycle tracks proposed within the study area will transition into a multi-use path (MUP) and sidewalk from east of Rutherford Road to Dixie Road.</p> <p><u>Timing of Improvements</u> The EA study will be finalized by early next year. The City's tentative commencement date for the construction of the EA study area is 2027.</p>	City of Brampton
4	Next Steps	

Attendees of the SHG Meeting to provide comments by the end of the PIC 2 period on November 5th, 2021.

ALL SHG

The Public Information Centre (PIC) 2 displays will be posted online starting October 7th, 2021 for a four week period on the City's project website: www.brampton.ca/ClarkBlvdExt. Stakeholder Group members are welcome to participate in the PIC 2 and provide comments on the PIC material. A detailed comment form to collect feedback on the PIC materials will be posted on the project website, along with the PIC display boards and video voiceover presentation. A Notice of PIC will be distributed which will outline the details of how to access and participate in PIC 2. Stakeholder group members will receive a Notice of PIC as they are currently on the study mailing list. **[Post meeting note: Complete]**

Please advise Charlotte Yuen (Charlotte.Yuen@hdrinc.com) of any errors, omissions or comments on these meeting minutes in 5 business days.

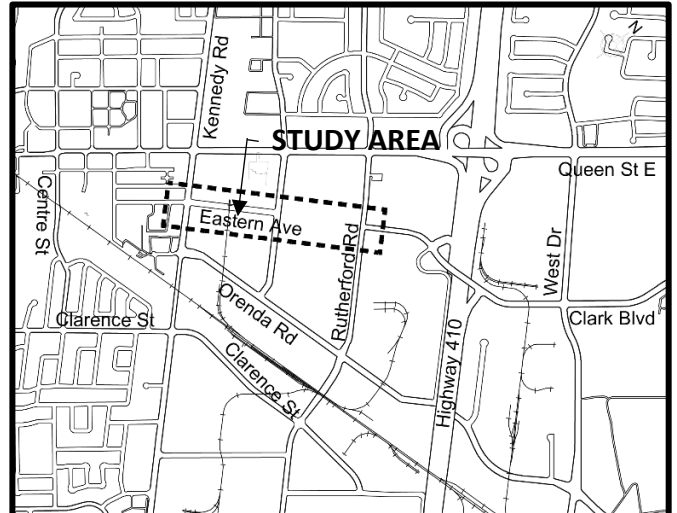
Public Notice

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE #2 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR CLARK BOULEVARD EXTENSION AND EASTERN AVENUE IMPROVEMENTS FROM RUTHERFORD ROAD TO KENNEDY ROAD

The City of Brampton is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for the following:

- Extension of Clark Boulevard from Rutherford Road to Hansen Road to accommodate a new 4 lane road
- Widening of Eastern Avenue from 2 to 4 lanes from Hansen Road South to Kennedy Road.

The EA study is assessing improvements along the study corridor to accommodate current and future transportation needs of pedestrians, cyclists, transit, and motorists. You are invited to participate in the **Online Public Information Centre#2** to review the preliminary preferred design and share your input.



The Process

The study is being carried out in accordance with the planning and design process for Schedule 'C' projects as outlined in the *Municipal Class Environmental Assessment* (October 2000, as amended in 2007, 2011, 2015), which is approved under the Ontario Environmental Assessment Act.

Online Public Information Centre #2

The City of Brampton is working hard to protect the health and well-being of our community. To help protect the health and safety of residents during the COVID-19 pandemic, this Public Information Centre (PIC) is being held using a virtual format.

The City is committed to informing and engaging the public on the Clark Boulevard Extension and Eastern Avenue Improvements Class EA and will be posting Public Information Centre content on the City's website starting **October 7, 2021** to **November 5, 2021**.

How to Participate:

Step 1: Visit www.brampton.ca/ClarkBlvdExt by using your computer or mobile phone.

Step 2: View the material and complete the comment form provided on the website.

If you are unable to participate online please leave a voicemail with your name and phone number and a member of the project team will contact you for your input.

Comments Invited

If you have any questions or comments regarding the study, or wish to be added to the study mailing list, please contact either of the following project members:

Soheil Nejatian, P.Eng.
Project Engineer, Infrastructure Planning
Public Works and Engineering
City of Brampton
1975 Williams Parkway
Brampton, ON L6S 6E5
Call: 311, TTY: 905.874.2130
E-mail: Soheil.Nejatian@brampton.ca

Tara Erwin, P. Eng.
Consultant Project Manager
HDR
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Tel: 289.695.4653
E-mail: Tara.Erwin@hdrinc.com

Information will be collected in accordance with *the Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This notice was first issued on **October 7, 2021**.

Mascarenhas, Michelle

From: Yuen, Charlotte
Sent: Thursday, October 7, 2021 11:10 AM
Cc: 'Nejatian, Soheil'
Subject: Clark Boulevard and Eastern Ave Road Improvements EA – Invitation to Online PIC 2
Attachments: 20211007_Clark Notice of PIC 2_Final.pdf

Hello,

You are invited to participate in the second online Public Information Centre (PIC) for the Environmental Assessment Study for Clark Boulevard Extension from Rutherford Road to Hansen Road and Eastern Avenue Improvements from Kennedy Road to Hansen Road.

Please visit the project website at www.brampton.ca/ClarkBlvdExt anytime between October 7, 2021 to November 5, 2021 to view the PIC display materials and learn more about the study. The PIC display materials include the alternatives considered, evaluations, recommendations and the preliminary preferred design drawing for your review. We invite you to complete a comment form found on the project website to share your thoughts. Please see the attached notice for more information.

Thank you,

Charlotte Yuen, B.E.S
Transportation Planner

HDR
255 Adelaide St W,
Toronto ON, M5H 1X9
D [647.777.4923]

Charlotte.Yuen@hdrinc.com

hdrinc.com/follow-us

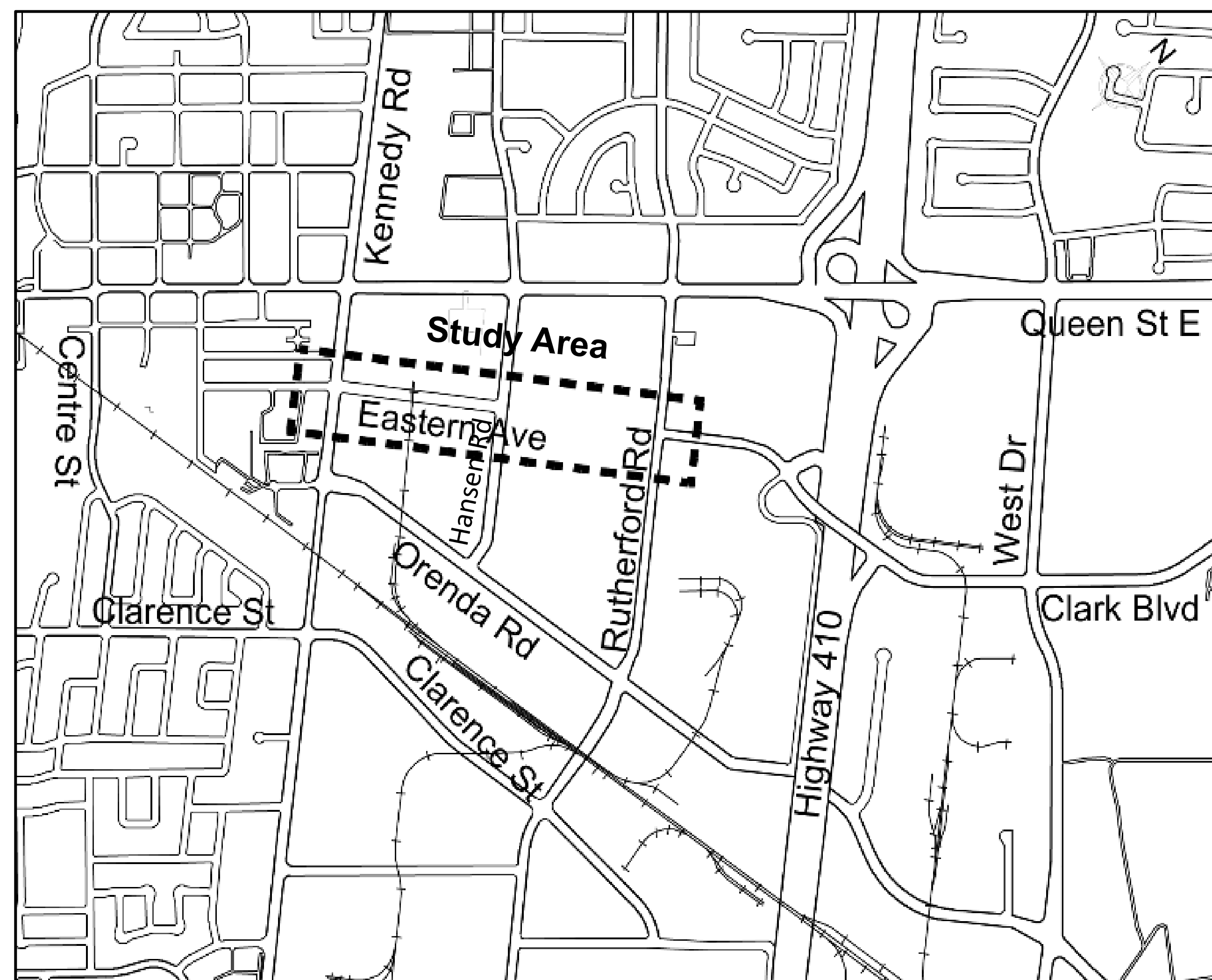
**Clark Boulevard / Eastern Avenue
Improvements from
Rutherford Road to Kennedy Road
Online Public Information Centre #2**

Project Introduction

Study Area and Study Objectives

The City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) study for improvements along Eastern Avenue and Extension of Clark Boulevard.

Study Area

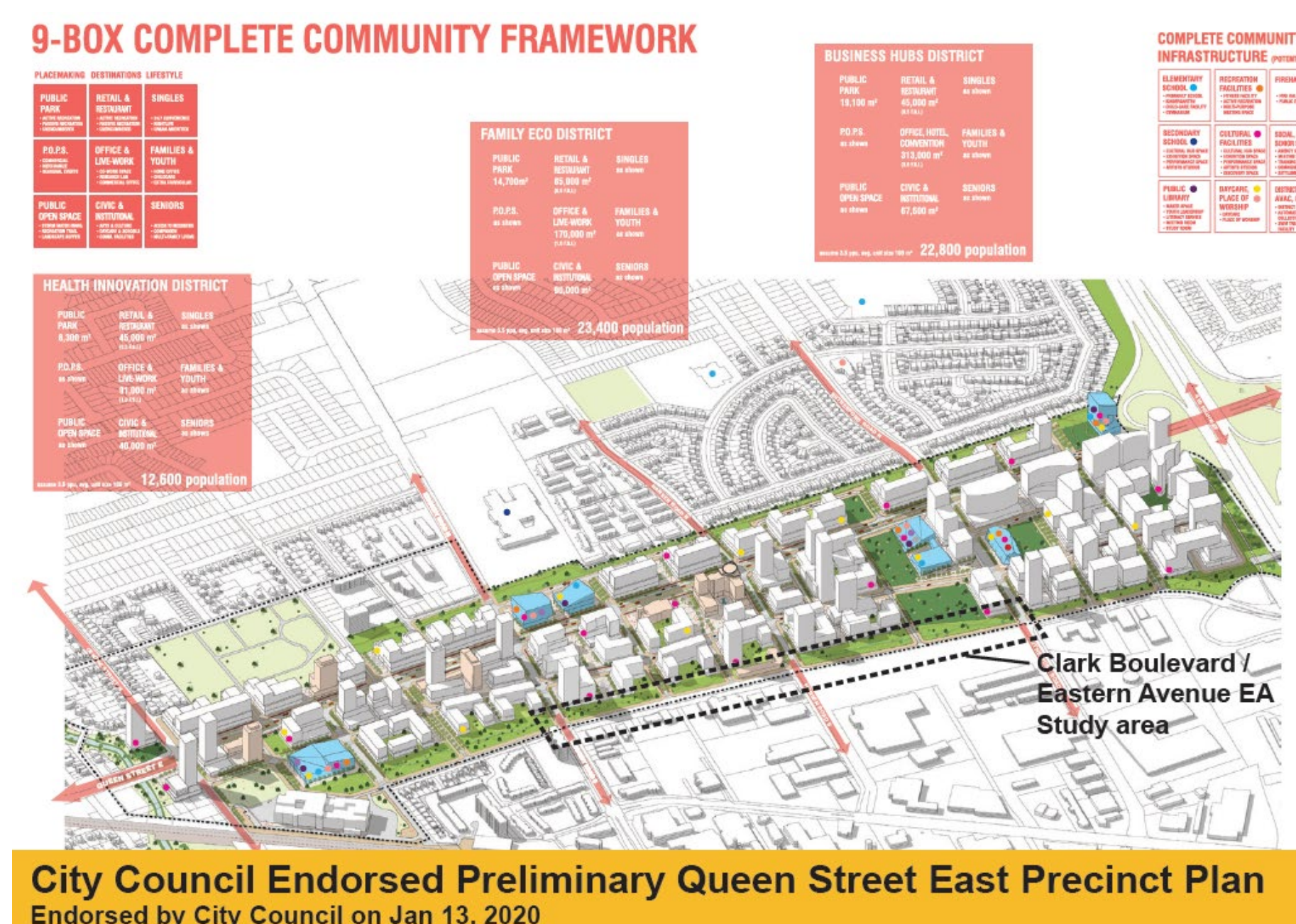


The study corridor is comprised of two sections:

- Existing Eastern Avenue from Kennedy Road to Hansen Road
- Clark Boulevard-Eastern Avenue Extension from Hansen Road to Rutherford Road

Study Objectives

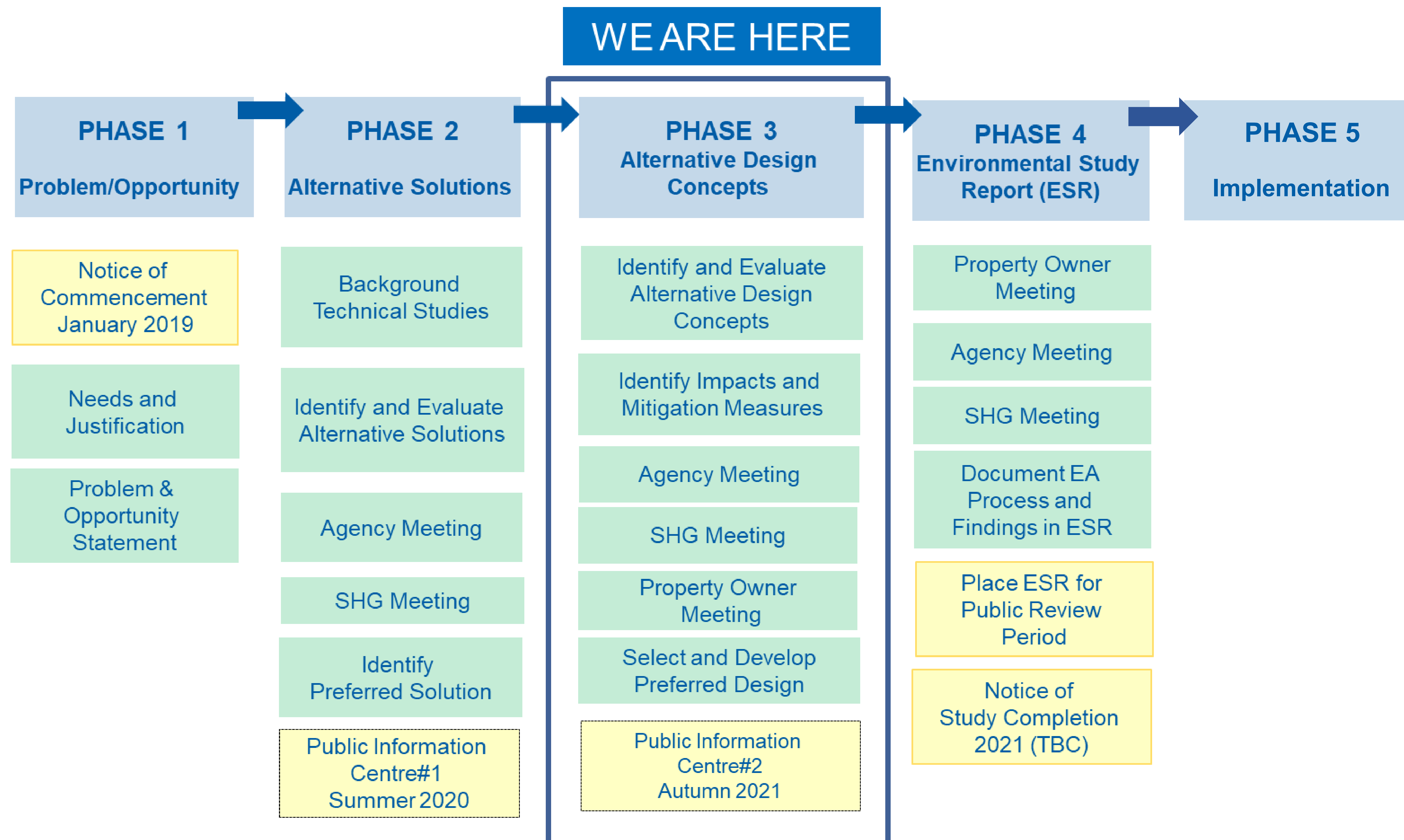
Accommodate current and future transportation needs for all travel modes, including pedestrians, cyclists, transit users and motorists.



The northern boulevard will be part of the City Endorsed Queen Street East Precinct Plan

Study Process

An Environmental Assessment (EA) is a planning process for municipal infrastructure, legislated by the Ontario Environmental Assessment Act. This EA Study is being conducted as a Schedule 'C' project under the Municipal Class EA document (October 2000, as amended in 2007, 2011, and 2015).



Summary of PIC 1

There is a need for improvements along the Eastern Ave / Clark Blvd EA study corridor:

Problems

Missing link along Eastern Ave / Clark Blvd between Hansen Rd and Rutherford Rd.
Lack of connectivity in the study area to the broader network

Existing road network cannot accommodate future traffic volumes

Lack of continuous pedestrian and cycling facilities

Safety and operational concerns at various locations, including the unprotected (without warning system) at-grade crossing of the CN Rail Industrial Spur Line

Opportunities

Improve network connectivity for all travel modes along the Eastern Avenue / Clark Boulevard corridor

Improve Eastern Avenue / Clark Boulevard capacity to accommodate traffic demand and maximize person-carrying capacity

Improve travel choices through continuous and dedicated pedestrian and cyclist facilities to encourage other modes of transportation and reduce single occupancy vehicle use

Improve safety, performance and operational efficiency for all modes along the study corridor

Summary of PIC 1

Following the first Public Information Centre, the **Preferred Solution for Eastern Avenue and Clark Boulevard from Kennedy Road to Rutherford Road** is confirmed as a combination of the following alternatives:



Travel Demand Management (TDM)



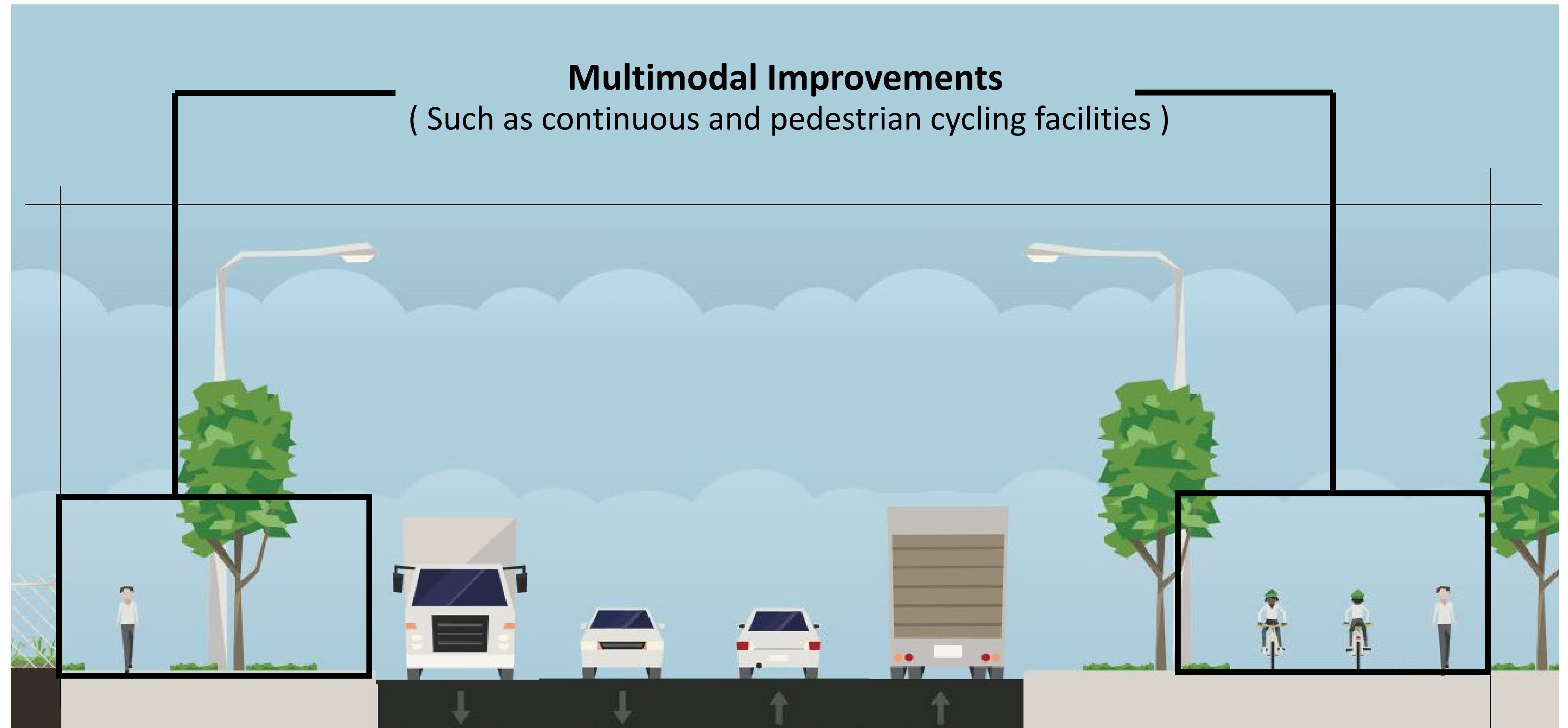
Localized Intersection and Operational Improvements



Active Transportation Improvements



Widen/ Construct to 4 Lanes, Extend Clark Boulevard and Build New Crossing of Etobicoke Creek Tributary



What We Have Heard

Community Outreach



Direct Mail Notices



Stakeholder Group Meetings



City of Brampton Website
(www.brampton.ca/ClarkBlvdExt)



Newspaper Notices



Agency Meetings



Public Information Centre



Social Media Posts

Key Feedback

Support for separated cycling and pedestrian facilities

Support for extension of Clark Boulevard

Concern for property requirements

Concerns that road widening will increase congestion

Suggestions for adjacent green space to active transportation facilities

Concerns regarding existing flooding along study corridor

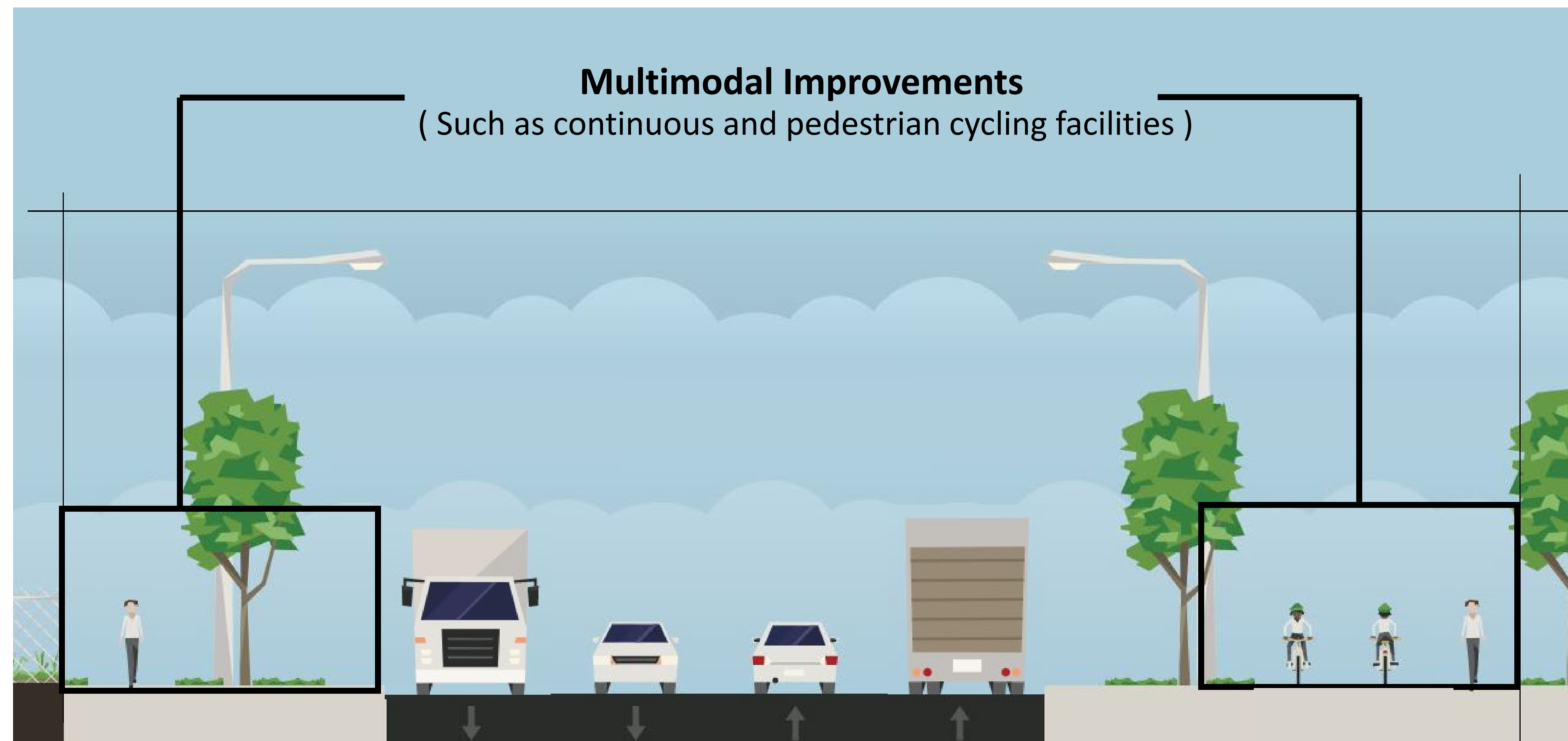
These feedbacks are included in preliminary design

Alternative Design Concepts

Alternative Designs Concepts

To address the preferred solution and need for improvements for Eastern Avenue / Clark Boulevard corridor, alternative design concepts were developed and evaluated including alternatives for:

1. Active transportation facilities (for pedestrians and cyclists)
2. Road widening
3. Road alignment of Clark Boulevard Extension



In addition, different placements of elements within the 30m official plan right-of-way for Eastern Avenue / Clark Boulevard were reviewed to assess the trade-offs of different allocations of space for street trees, active transportation facilities, vehicle lanes, light / hydro poles, and curb and gutter for the corridor.

Evaluation Criteria

To assess which Alternative Design(s) best addressed the needs for the study area, the following evaluation criteria was identified:



Technical and Engineering

- Accommodate Future Travel Demands
- Provide Connectivity and Compatibility with Road Network
- Improve Access to Public Transit Service
- Create a Pedestrian-Friendly Environment
- Create a Cyclist-Friendly Environment
- Improve Safety for All Travel Modes
- Improve Mode Choice
- Accommodate Emergency Services
- Potential to Impact Utilities in the Corridor



Natural Environment

- Minimize Impacts to Designated Natural Areas
- Minimize Impacts to Vegetation
- Minimize Impacts to Wildlife
- Minimize Impacts to Aquatic Habitat
- Minimize Impacts to Surface Water and Groundwater Management
- Minimize Impacts to Potentially Contaminated Lands
- Improve Air Quality
- Minimize Effects on Climate Change



Planning Objectives

- Consistent with Provincial Plans and Policies
- Consistent with Regional Plans and Policies
- Consistent with Municipal Plans and Policies



Social & Cultural Environment

- Minimize Access Impacts
- Minimize Traffic Noise
- Preserve Archaeological and Cultural Heritage Features
- Improve Visual Aesthetics
- Improve Community Character and Public Realm
- Minimize Disruption due to Construction

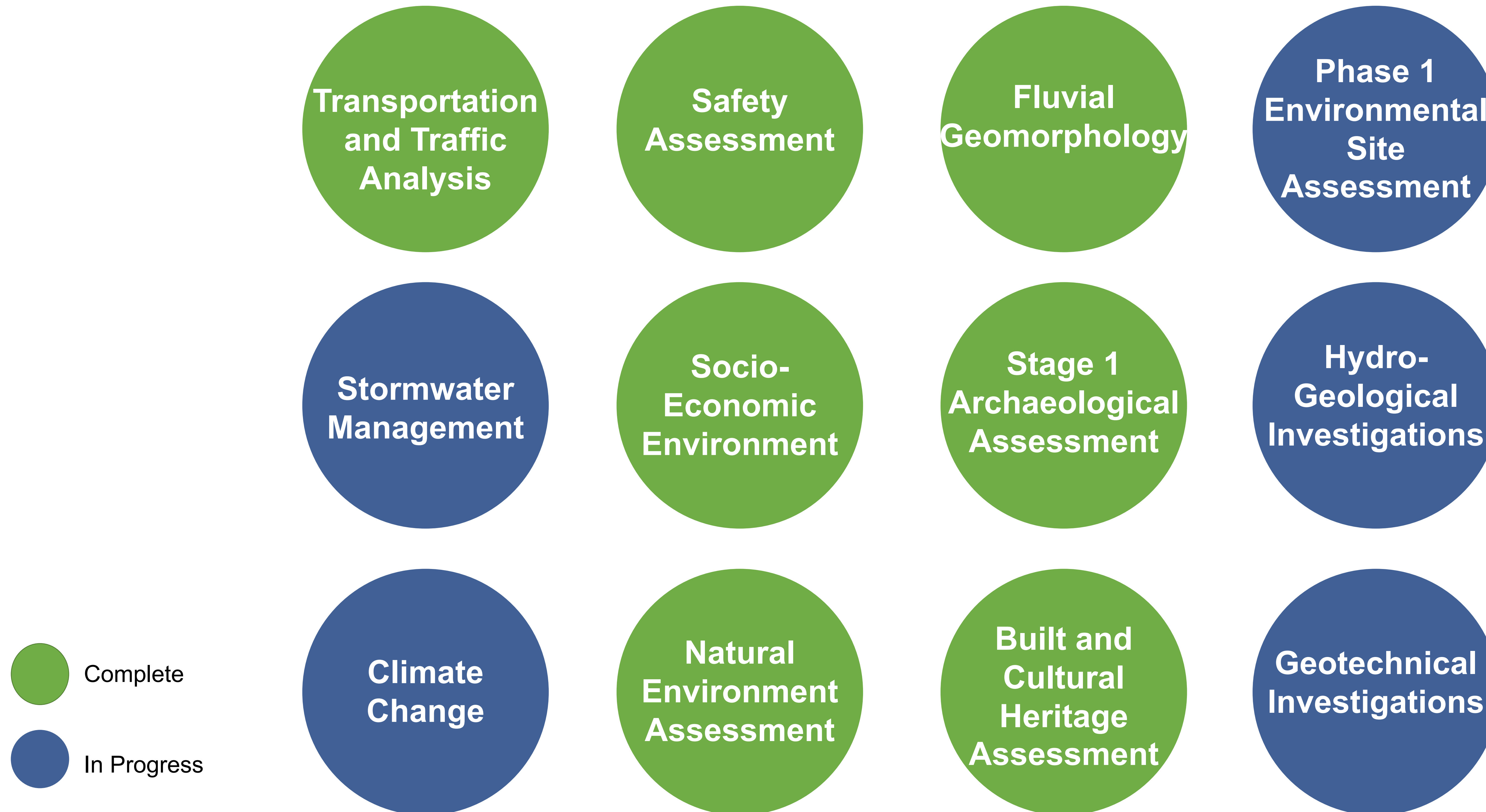


Economic Environment

- Improve Access to Businesses and Key Employment Areas
- Minimize Operating and Maintenance Costs
- Minimize Capital and Construction Costs, and Maximize Construction Value
- Minimize Property Requirements

Technical Studies

These technical studies are used to inform the evaluations and identify impacts of the proposed improvements. They are underway or will be completed as part of the EA study:

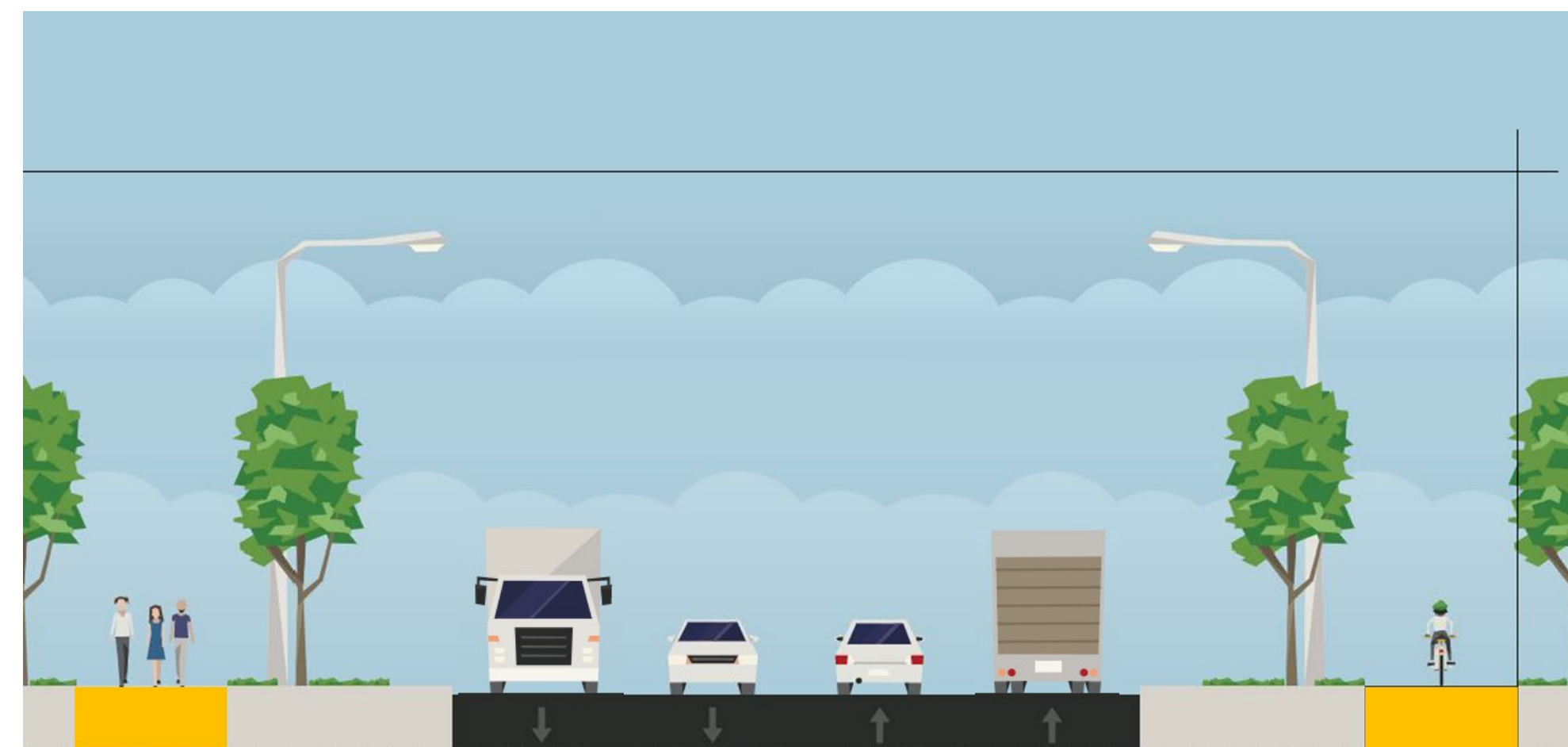


Alternative Designs – Active Transportation

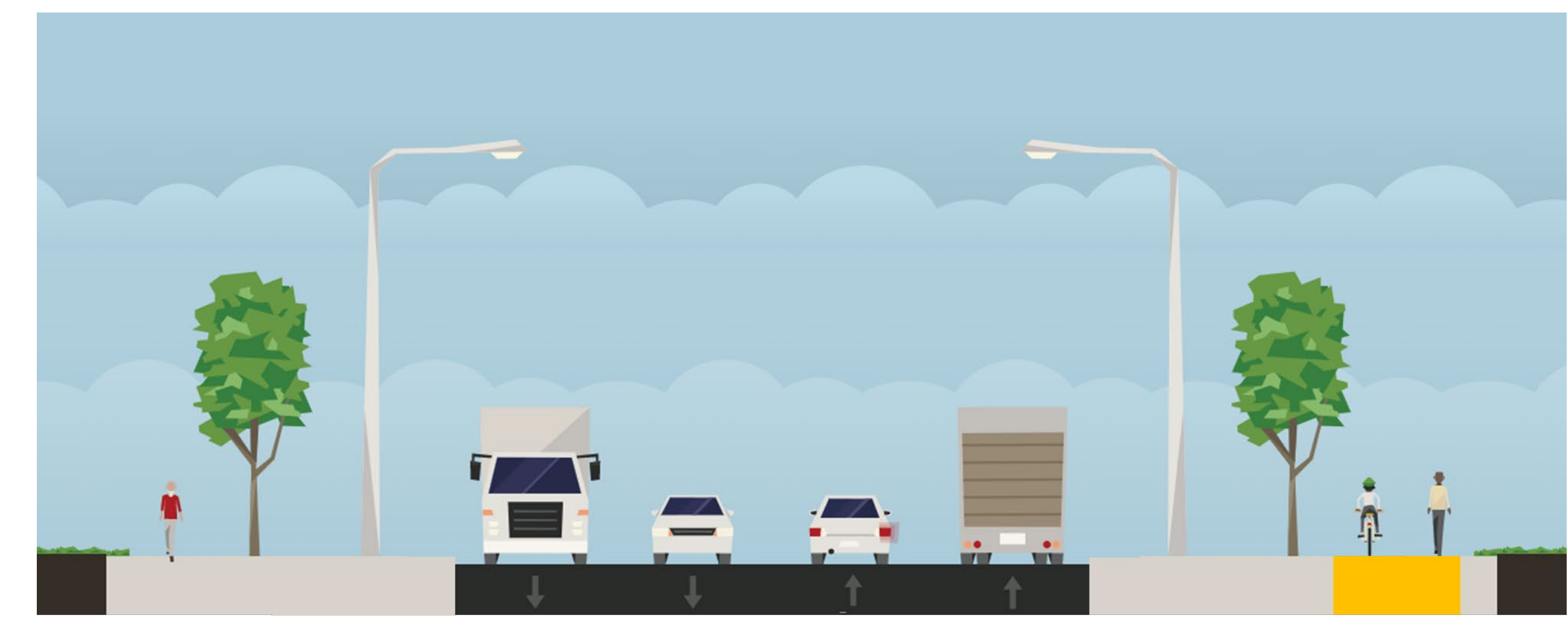
Six alternatives were developed using different combinations of active transportation facilities to understand how best to accommodate cyclists and pedestrians in the corridor. Of the six, four were carried forward for an in-depth evaluation using the evaluation criteria.



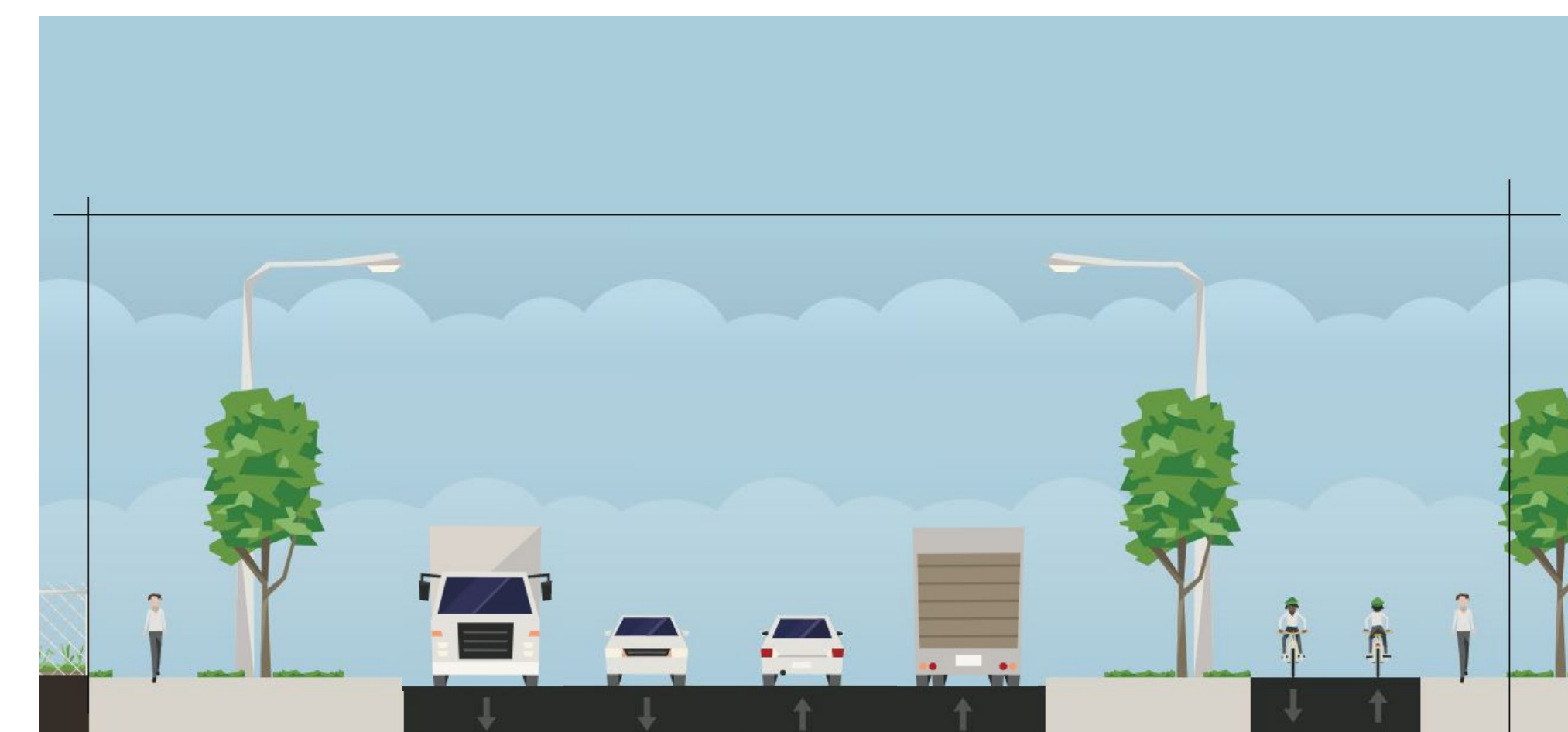
Alternative 1: Boulevard One-Directional Cycle tracks and sidewalks on both sides



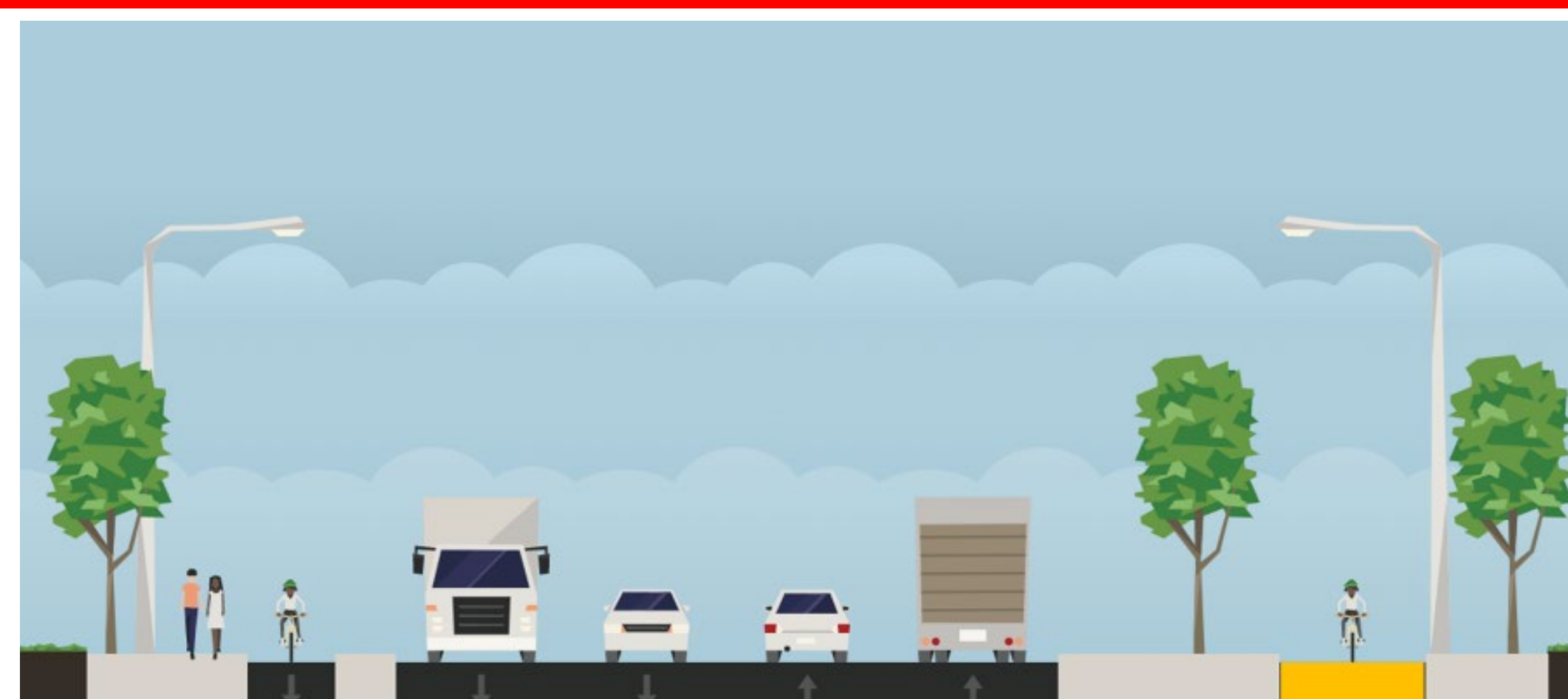
Alternative 2: Multi-use paths on both sides



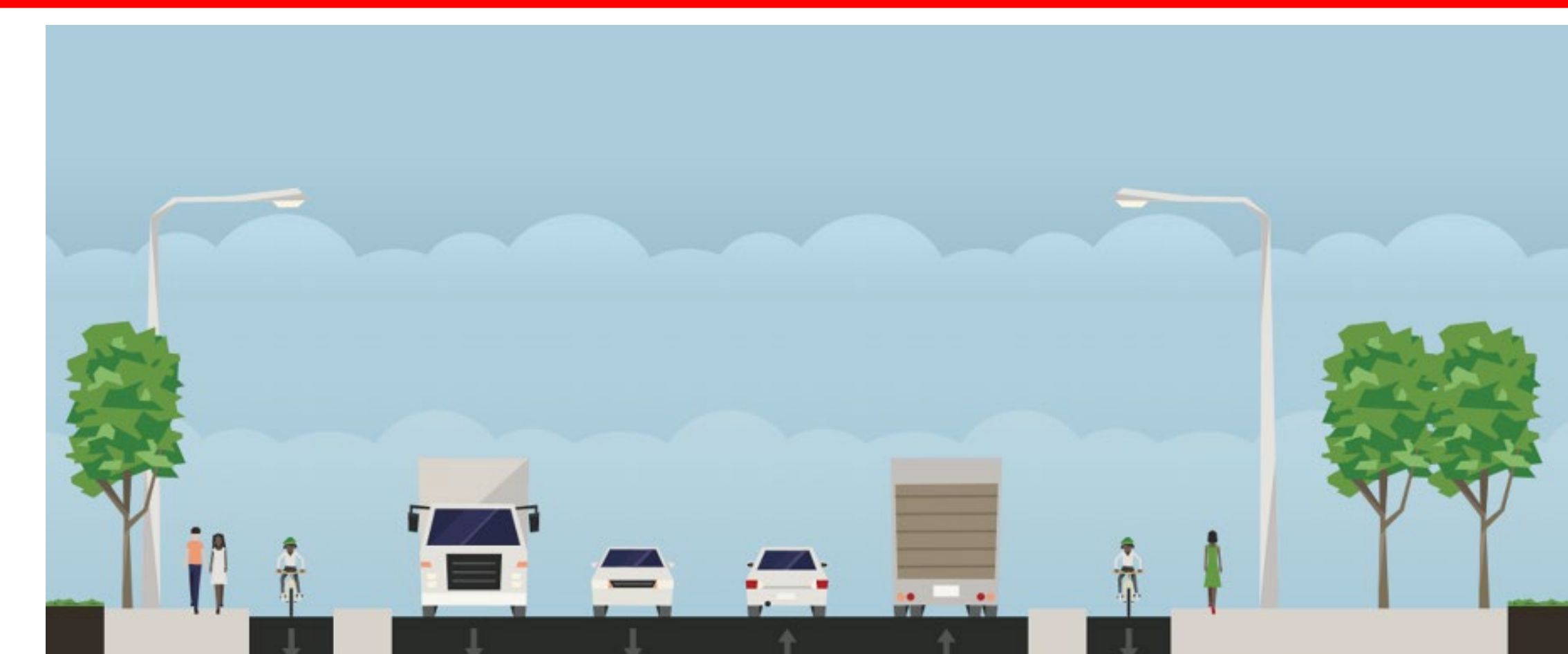
Alternative 3: Sidewalk on south side and multi-use path on north side



Alternative 4: Sidewalk on south side, and dual boulevard cycle tracks and sidewalk on north side



Alternative 5: Sidewalk and boulevard one-directional cycle track on south side, multi-use path on north side



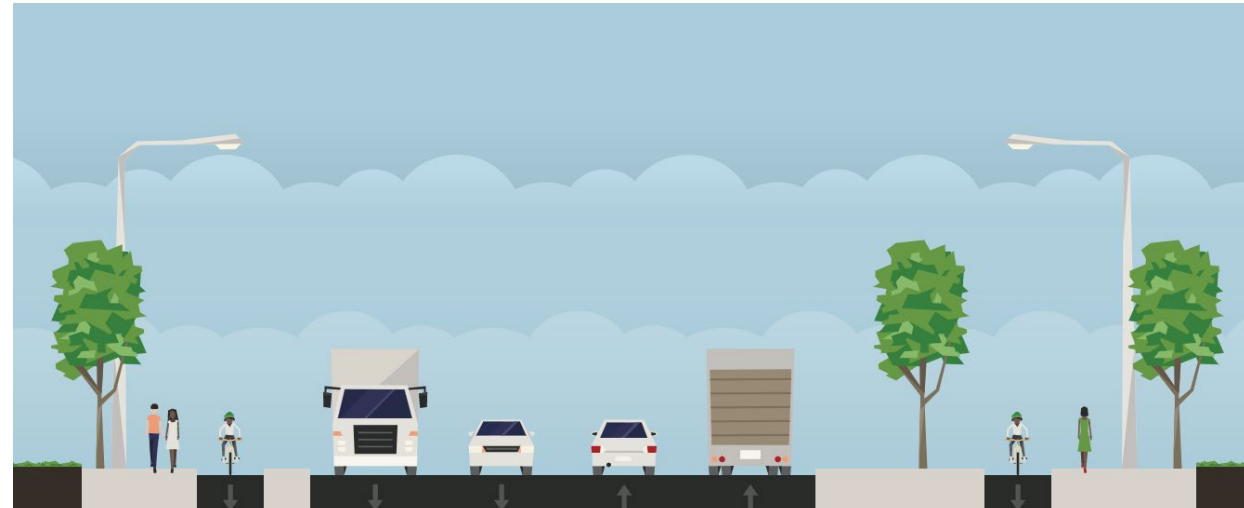
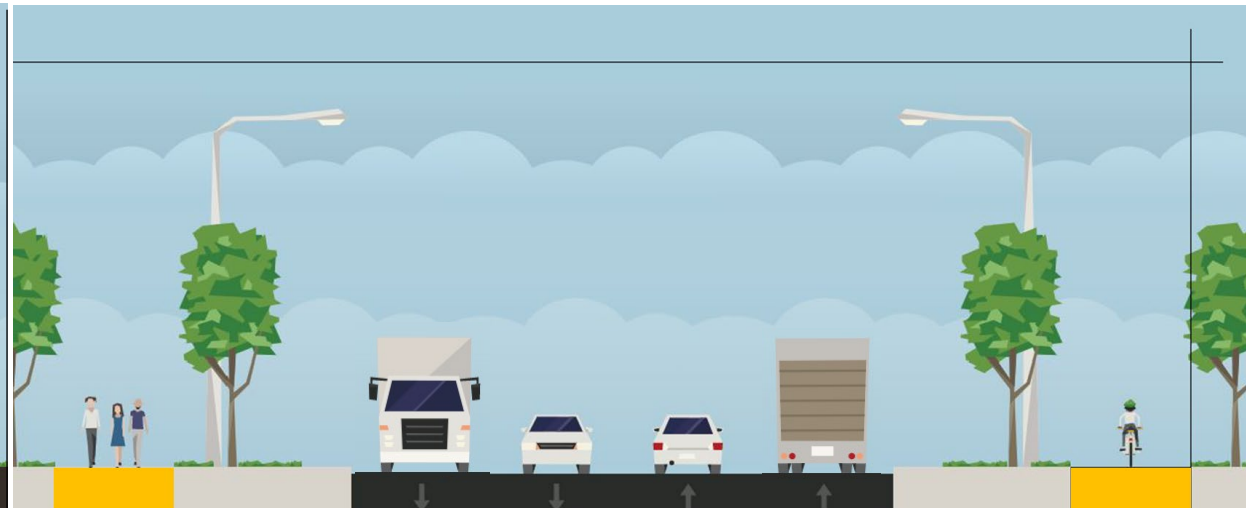
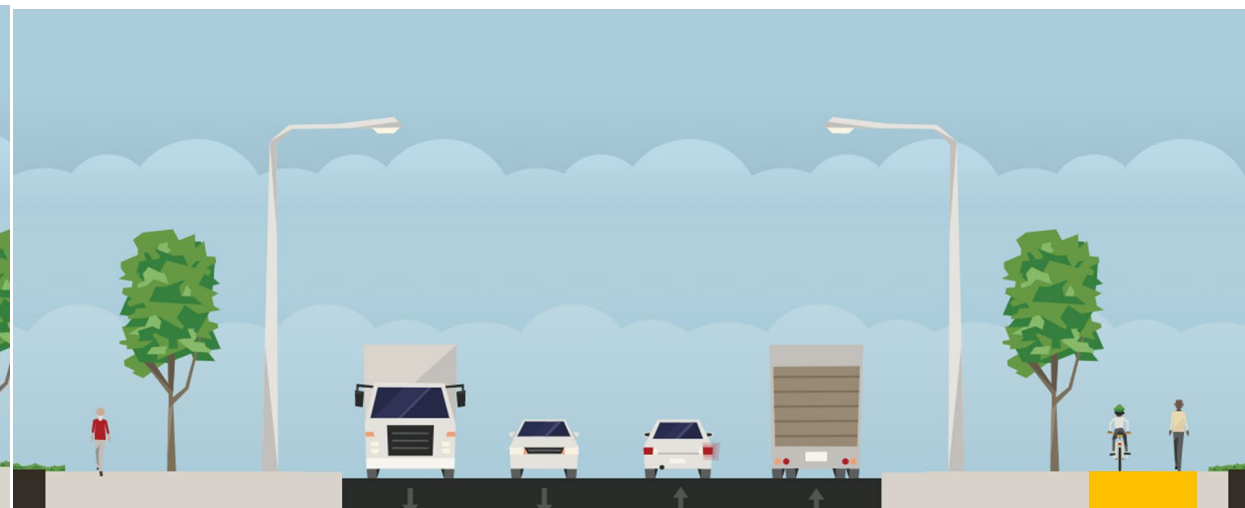
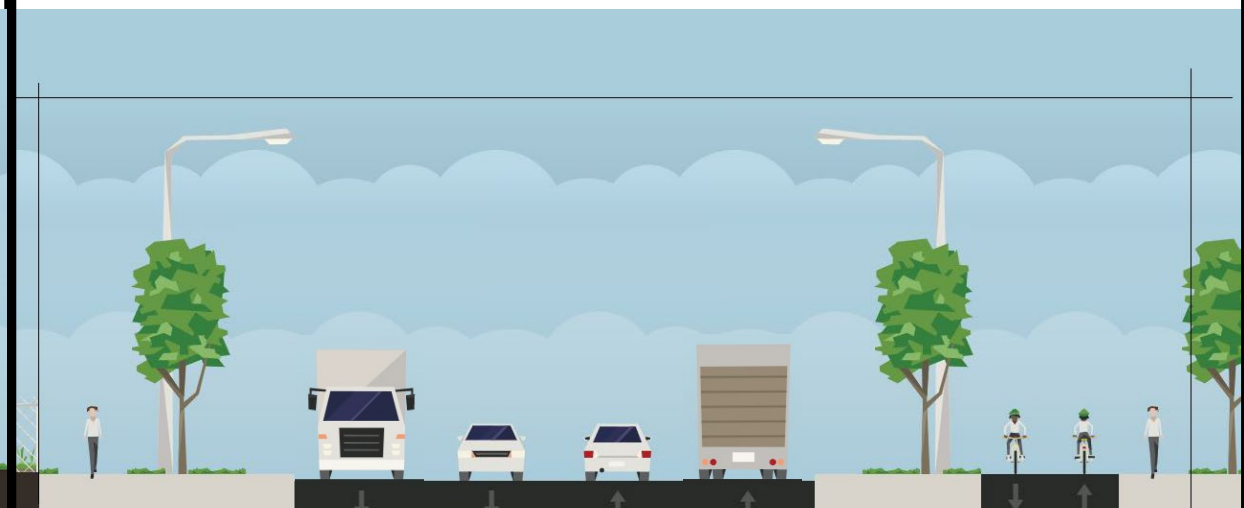
Alternative 6: On-Road Bike Lanes and Sidewalks

CARRIED FORWARD

NOT CARRIED FORWARD

Alternatives do not meet City's Planning Objectives in the Active Transportation Master Plan (2019) and proposed future Greenway on the north boulevard of the study corridor

Evaluation of Alternative Designs – Active Transportation

				
Criteria	Alternative 1: Boulevard One-Directional Cycle tracks and sidewalks on both sides	Alternative 2: Multi-use paths on both sides	Alternative 3: Sidewalk on south side and multi-use path on north side	Alternative 4: Sidewalk on south side, and dual boulevard cycle tracks and sidewalk on north side
Technical and Engineering	Preferred	Less Preferred	Least Preferred	Preferred
Planning Objectives	Least Preferred	Less Preferred	Less Preferred	Preferred
Social and Cultural Environment	Less Preferred	Less Preferred	Preferred	Preferred
Economic Environment	Less Preferred	Preferred	Preferred	Less Preferred
Natural Environment	Less Preferred	Preferred	Preferred	Less Preferred
Overall Evaluation	Not Recommended	Not Recommended	Not Recommended	Recommended

Alternative 4 is recommended because it:

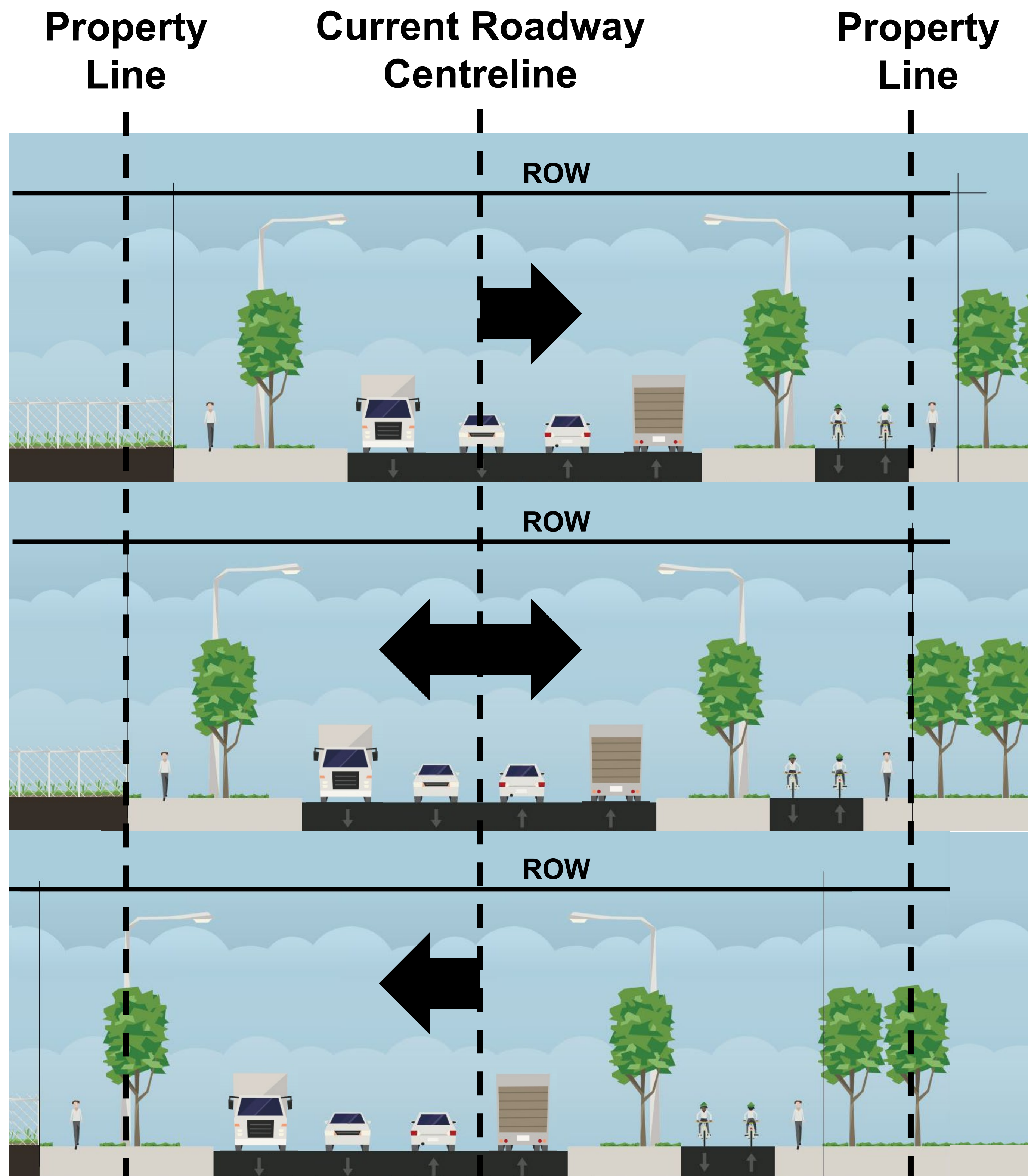
- Provides the greatest separation of pedestrians and cyclists minimizing conflicts between both users and bi-directional cyclists.
- Cyclists are provided with separated space from pedestrians and dedicated space for each direction.
- Limits additional conflict points for cyclists at driveways to the north boulevard only.
- Accommodates planning objectives, including Active Transportation Master Plan (2019) and proposed future greenway
- The detailed evaluation matrix for Active Transportation alternatives can be found on the City of Brampton’s project website.

Legend

Least Preferred (Does not meet objectives)	Less Preferred (Partially meets objectives)	Preferred (Meets objectives)
--	---	--

Alternative Designs – Road Widening

To widen the existing Eastern Avenue (Kennedy Road to Hansen Road) from two to four lanes as recommended in the preferred solution, the following alternatives were considered:



Alternative 1: Widening to the North

Additional lanes and associated impacts occur on the north side of Eastern Avenue

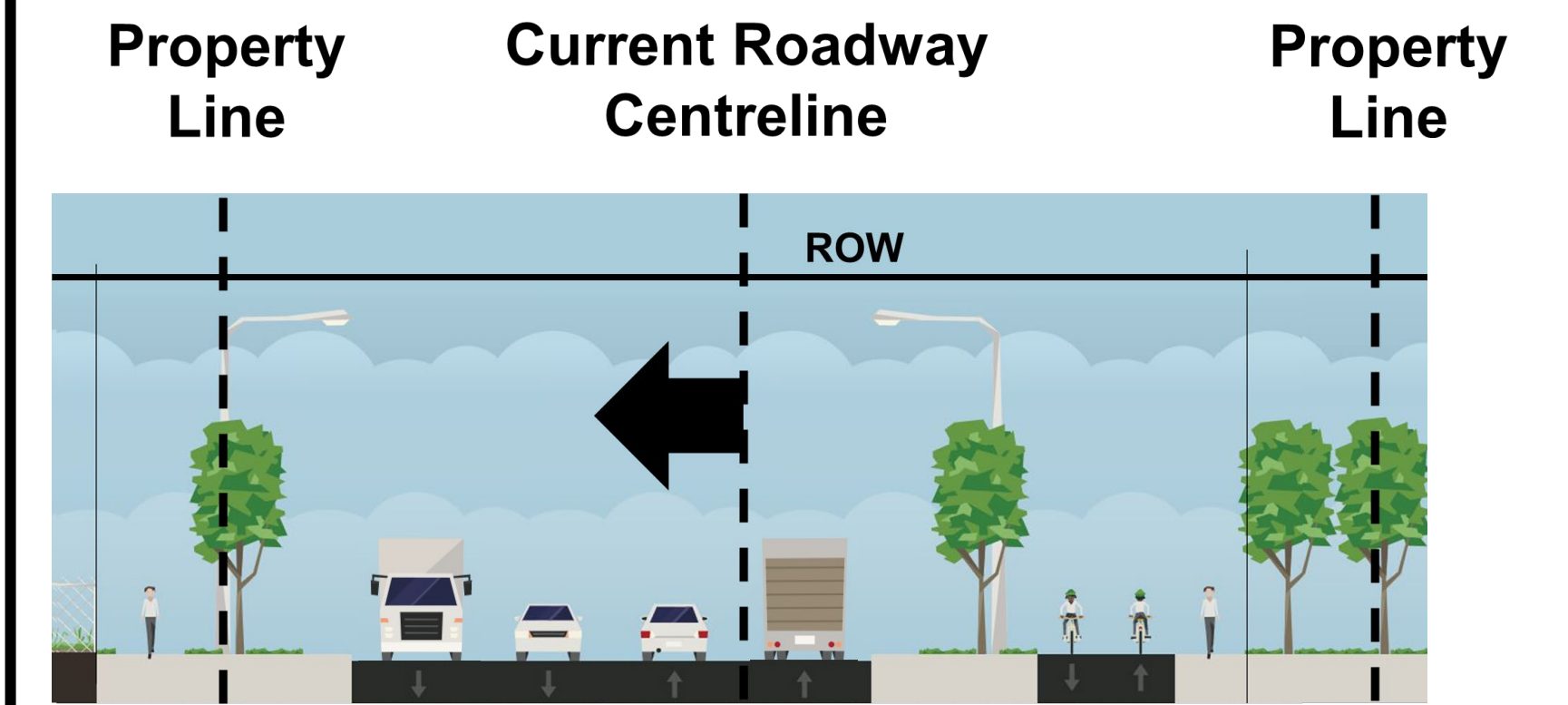
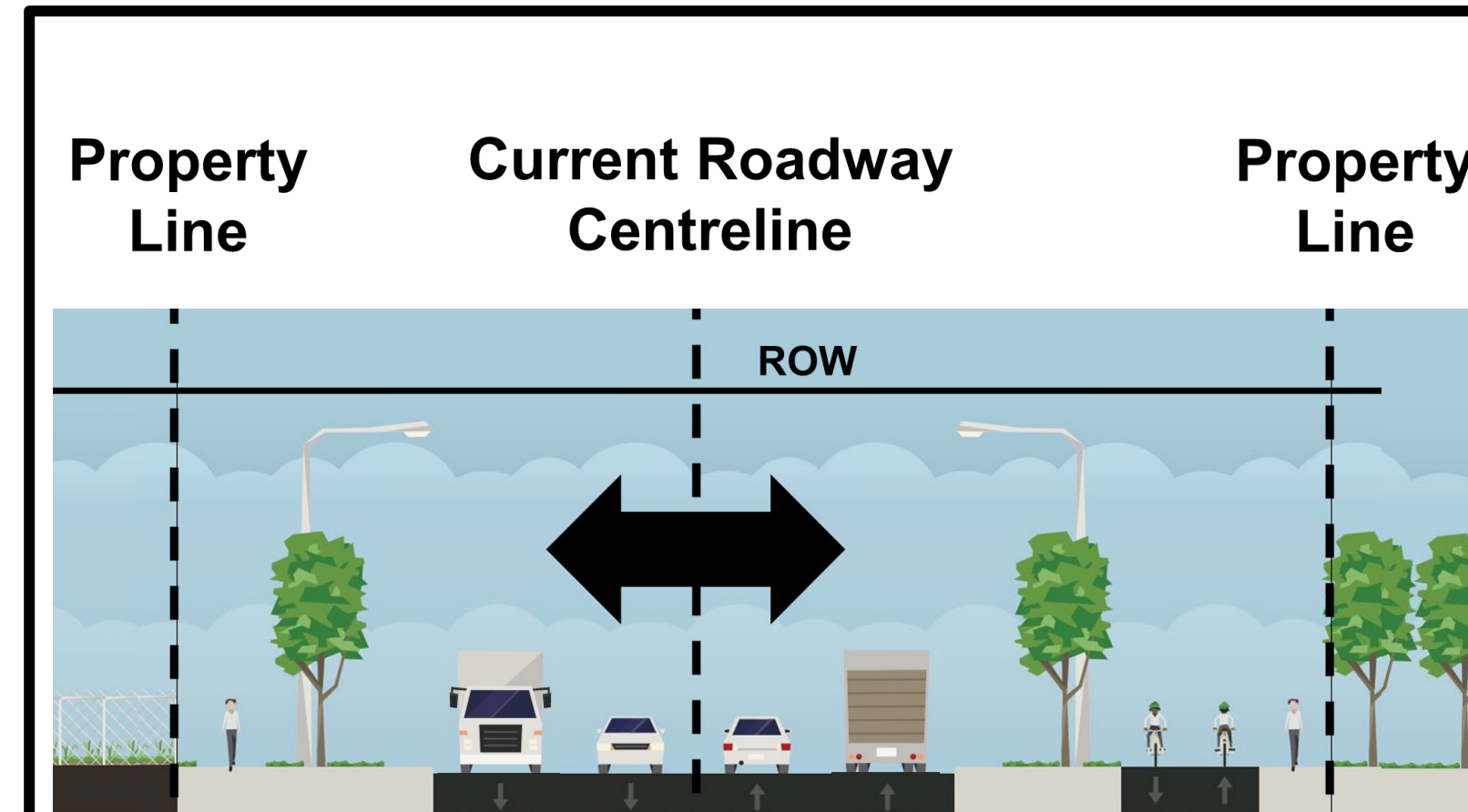
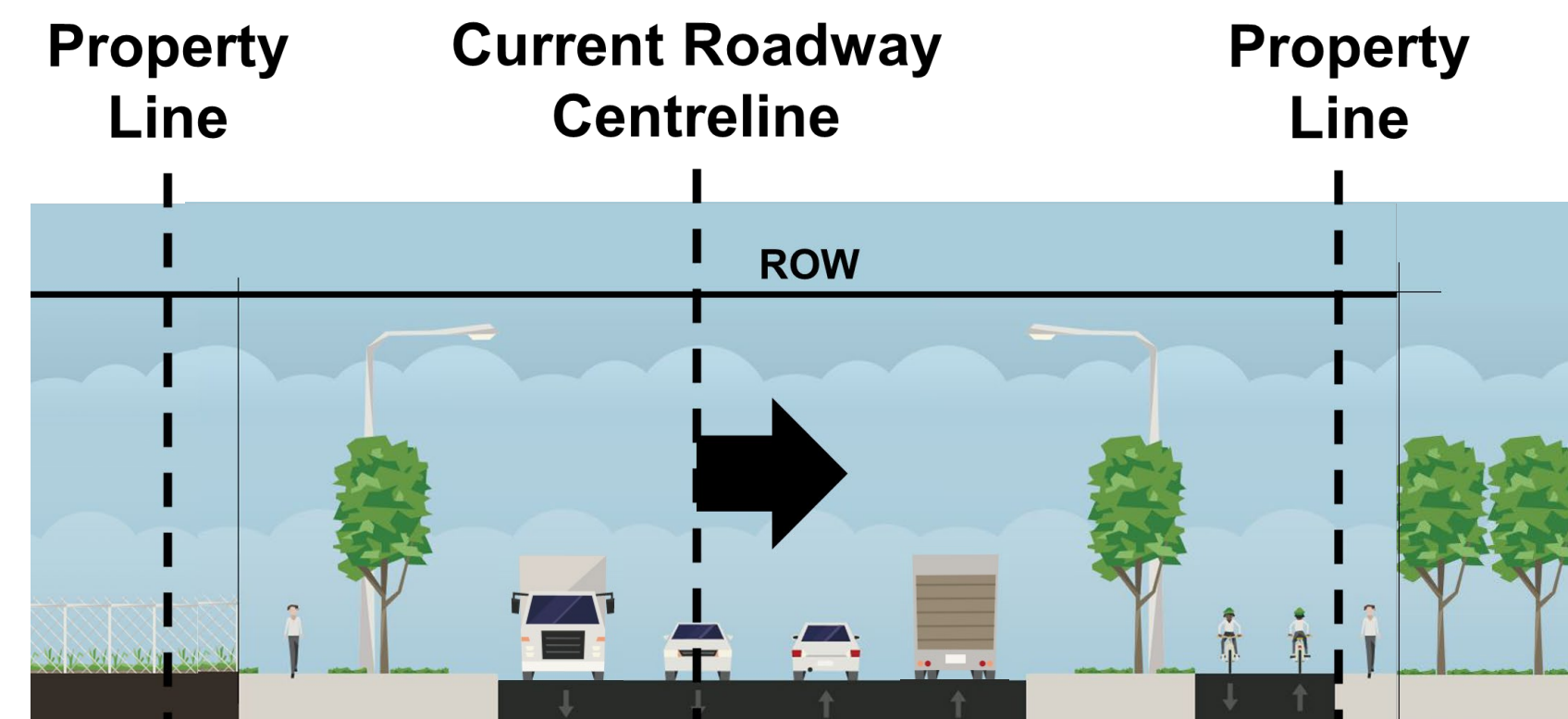
Alternative 2: Widening About the Centreline

Additional lanes and associated impacts are balanced on both sides of Eastern Avenue

Alternative 3: Widening to the South

Additional lanes and associated impacts occur on the south side of Eastern Avenue

Alternative Designs – Road Widening



Criteria	Alternative 1. Widen to the North of the Road	Alternative 2. Widen about the Centreline of the Road	Alternative 3: Widen to the South of the Road
Technical and Engineering	Preferred	Preferred	Preferred
Planning Objectives	Preferred	Preferred	Preferred
Social and Cultural Environment	Less Preferred	Preferred	Less Preferred
Economic Environment	Least Preferred	Preferred	Least Preferred
Natural Environment	Preferred	Preferred	Preferred
Overall Evaluation	Not Recommended	Recommended	Not Recommended

Alternative 2 is recommended as this option balances and minimizes impacts to businesses and accesses, minimizes anticipated property requirements, and has lower capital and construction costs.

The detailed evaluation matrix for Road Widening alternatives can be found on the City of Brampton’s project website.

Legend

Least Preferred (Does not meet objectives)	Less Preferred (Partially meets objectives)	Preferred (Meets objectives)
--	---	--

Alternative Designs – Alignment of Clark Blvd Extension

To extend Clark Boulevard to four lanes and accommodate active transportation facilities, from Rutherford Road to Hansen Road, three road alignments were considered:

Alternative 1 (Blue): Direct road alignment between Hansen Road and Rutherford Road, curved at Etobicoke Creek Tributary (Watercourse)

 Conceptual Crossing Structure

Alternative 2 (Yellow): Direct road alignment between Hansen Road and Rutherford Road, curved east of Etobicoke Creek Tributary (Watercourse)

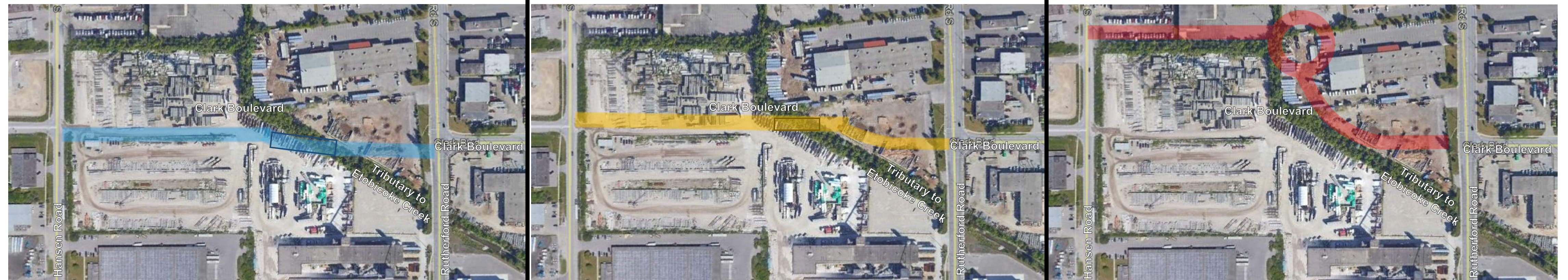
 Conceptual Crossing Structure

Alternative 3 (Red): Jogged intersection at Hansen Road, alignment north of Tributary to Etobicoke Creek (Watercourse) and connect to Rutherford Road



Alignments shown on the aerial above are conceptual and subject to changes

Alternative Designs – Alignment



Criteria	Alternative 1: Direct Road alignment curved at Tributary to Etobicoke Creek	Alternative 2: Direct Road alignment curved east of Tributary to Etobicoke Creek	Alternative 3: Jogged intersection at Hansen Road, alignment north of Tributary to Etobicoke Creek
Technical and Engineering	Preferred	Preferred	Least Preferred
Planning Objectives	Preferred	Preferred	Less Preferred
Natural Environment Evaluation Summary	Preferred	Preferred	Less Preferred
Social and Cultural Environment	Less Preferred	Less Preferred	Least Preferred
Economic Environment	Least Preferred	Less Preferred	Preferred
Overall Evaluation	Not Recommended	Recommended	Not Recommended

Alternative 2 is recommended because it is:

- Provides good connectivity to existing businesses with direct connection at Hansen Road and shorter travel distance for all users (pedestrians, cyclists, transit and motorist) than Alternative 3
- Compatible with the future greenway and supports continuous, direct and dedicated facilities for pedestrians and cyclists
- Less costly than Alternative 1 as the new crossing over the Tributary to Etobicoke Creek is not anticipated to be curved
- The detailed evaluation matrix for Road Alignment alternatives can be found on the City of Brampton’s project website.

Legend

Least Preferred (Does not meet objectives)	Less Preferred (Partially meets objectives)	Preferred (Meets objectives)
--	---	--

Recommendations

Active Transportation

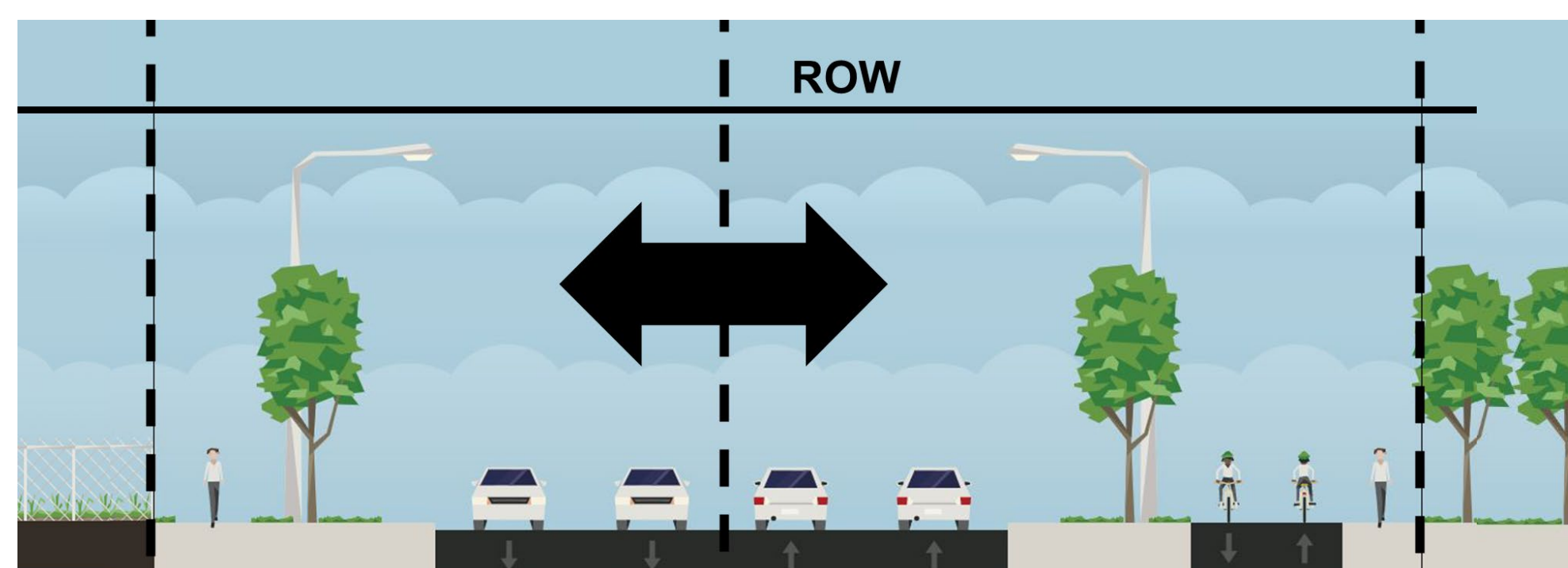


Alternative 4 - Sidewalk on south side, and dual boulevard cycle tracks and sidewalk on north side is recommended because it:

- Provides the greatest separation of pedestrians and cyclists minimizing conflicts between both users and bi-directional cyclists.
- Cyclists are provided with separated space from pedestrians and dedicated space for each direction.
- Limits additional conflict points for cyclists at driveways to the north boulevard only.
- Accommodates planning objectives, including Active Transportation Master Plan (2019) and proposed future greenway

Widening

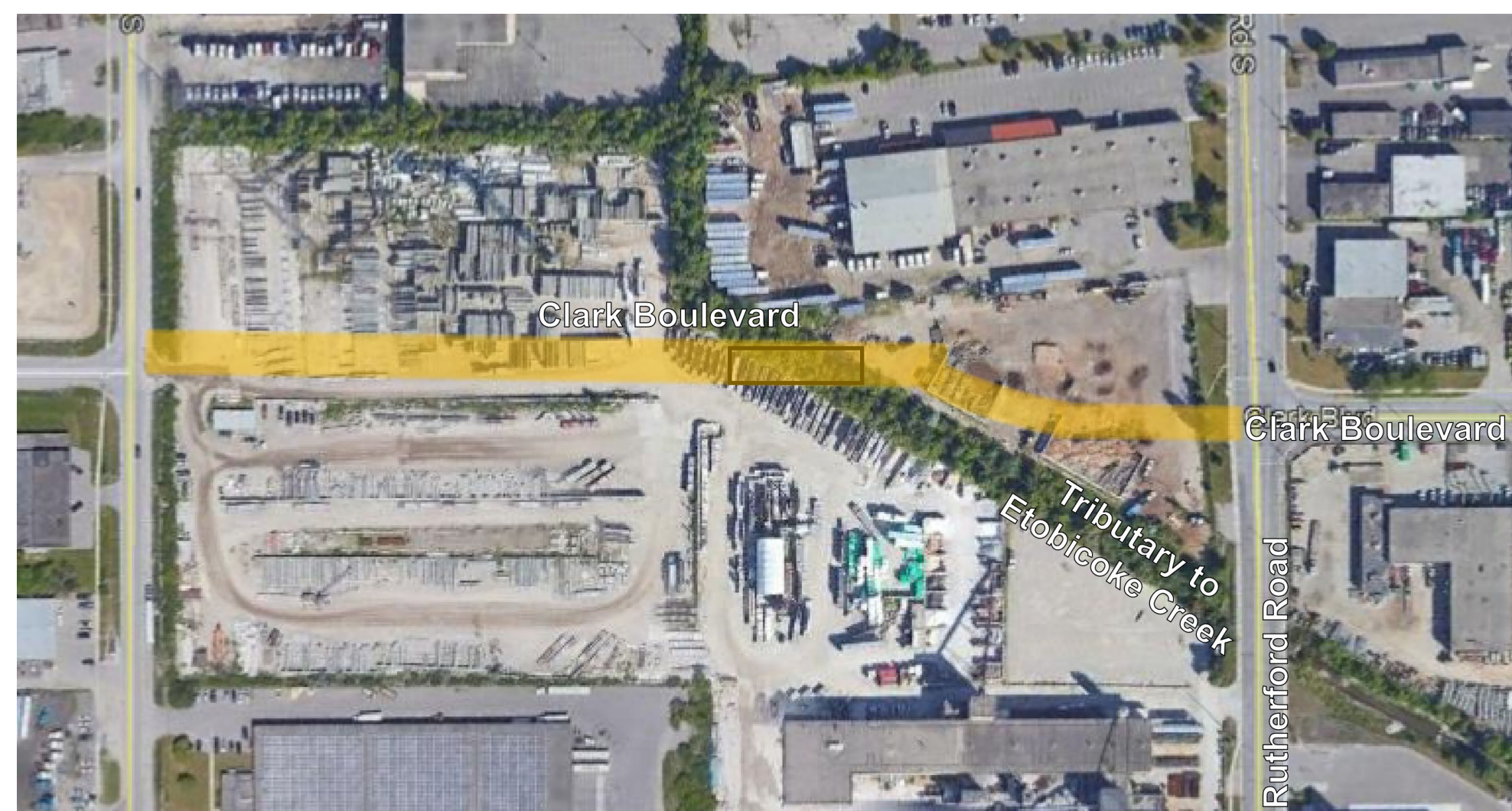
Property Line Current Roadway Centreline Property Line



Alternative 2- Widening About the Centreline is recommended because:

- This option balances and minimizes impacts to businesses and accesses, minimizes anticipated property requirements, and has lower capital and construction costs

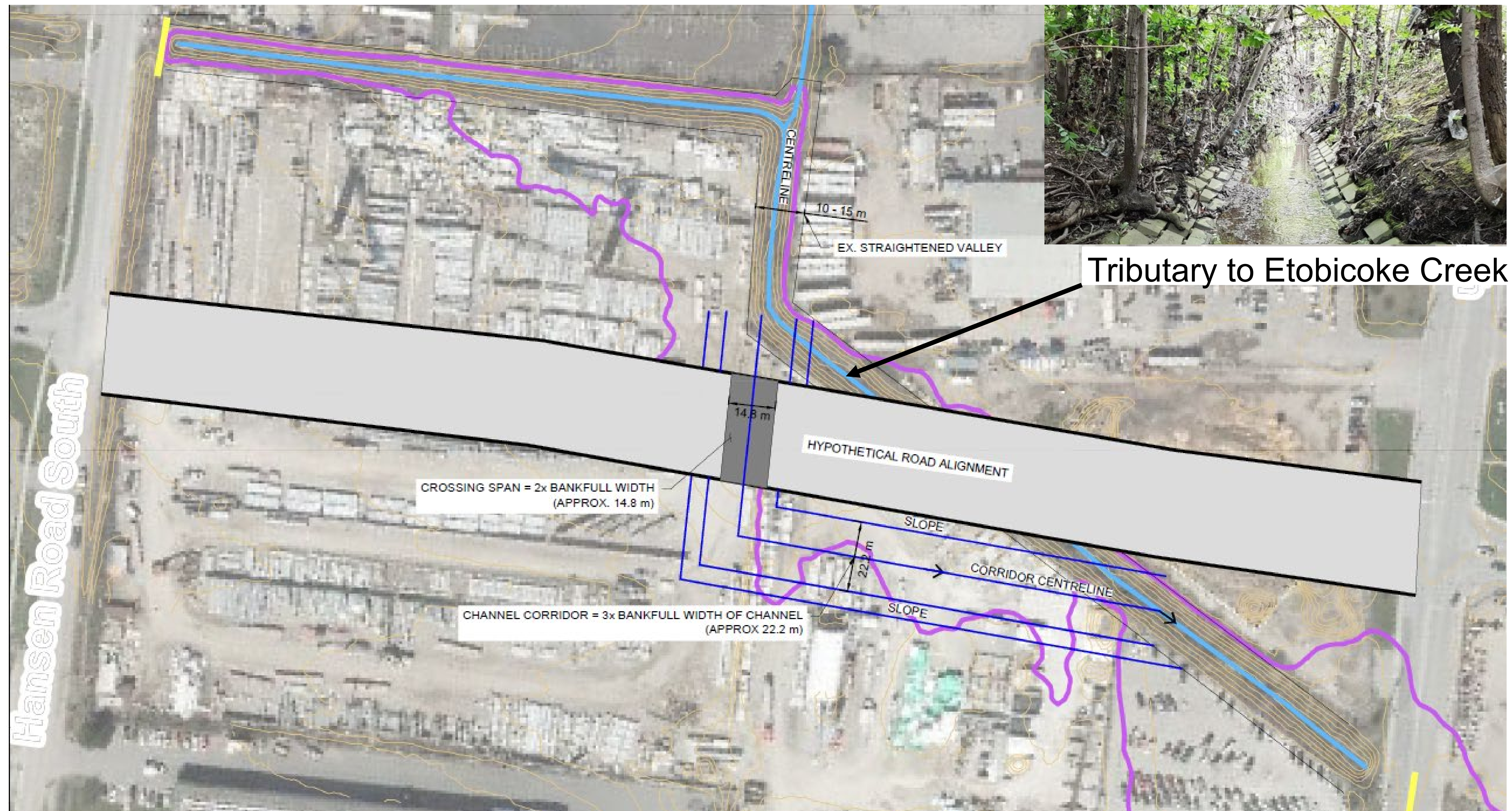
Alignment of Clark Blvd Extension



Alternative 2 - Direct road alignment between Hansen Road and Rutherford Road, curved east of Etobicoke Creek Tributary (Watercourse) is recommended because it :

- Provides good connectivity to existing businesses with direct connection at Hansen Road and shorter travel distance for all users (pedestrians, cyclists, transit and motorist) than Alternative 3
- Compatible with the future greenway and supports continuous, direct and dedicated facilities for pedestrians and cyclists
- Less costly than Alternative 1 as the new crossing over the Tributary to Etobicoke Creek is not anticipated to be curved

Tributary to Etobicoke Creek



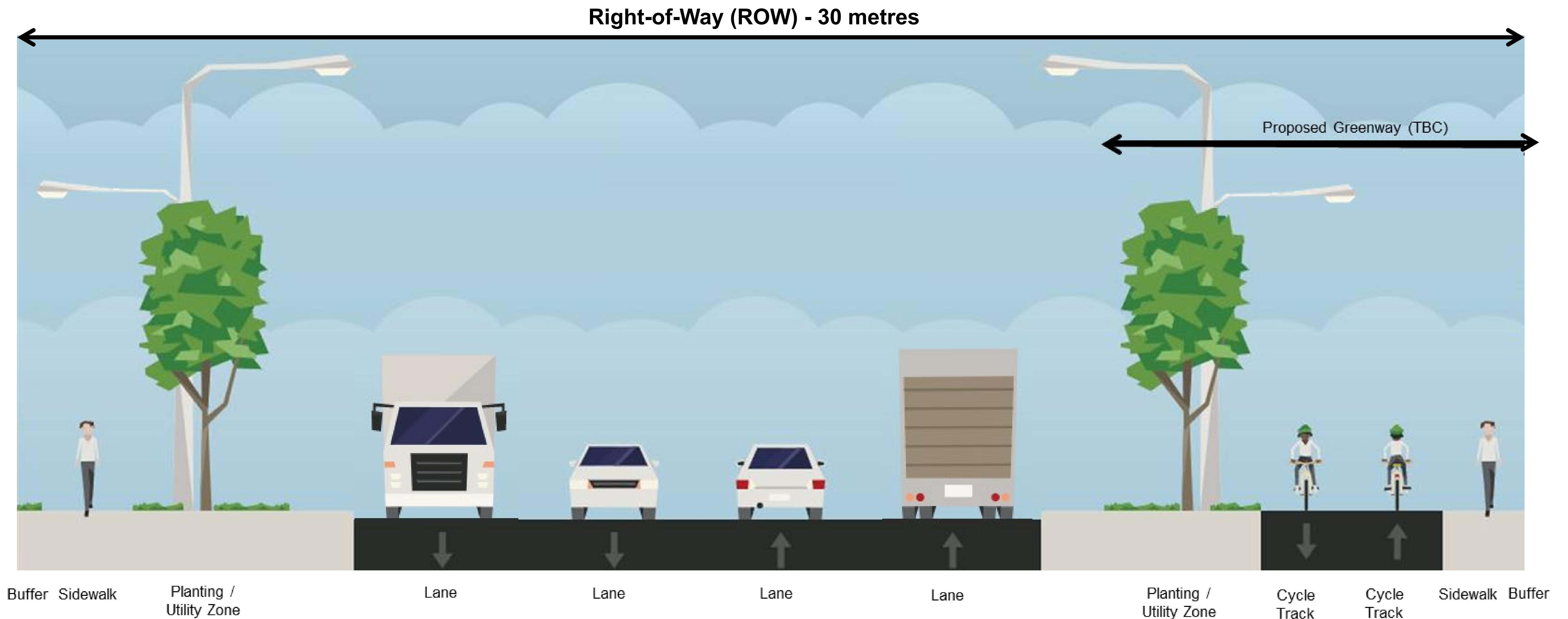
The recommended **Alternative 2 - Direct Road alignment curved east of Tributary to Etobicoke Creek**, confirms the need for a new crossing of the Tributary to Etobicoke Creek. Improvements at the watercourse are being developed in consultation with the Toronto and Region Conservation Authority (TRCA) to include:

- Channel re-alignment and naturalization
- New crossing structure over the Tributary to Etobicoke Creek

Preliminary Preferred Design

The Preferred Design includes:

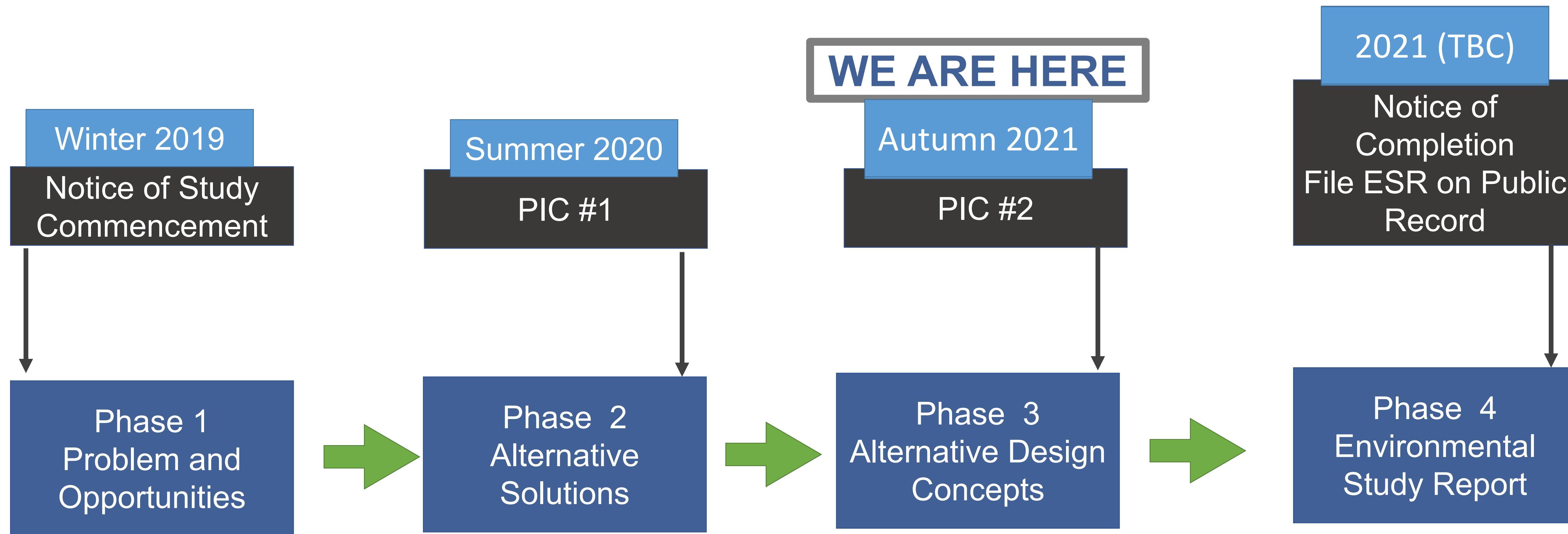
- Sidewalk on south side, with dual boulevard cycle tracks and sidewalk on north side
- Crosswalks or crossrides at intersections
- Widening the existing road from two lanes to four lanes, and road extension to four lanes
- New structure and channel realignment for the Tributary to Etobicoke Creek
- New traffic signals at Kennedy Road and Hansen Road
- Streetscaping and illumination
- Urbanization (curb and gutter)



Conceptual Image of Eastern Avenue / Clark Boulevard Cross-Section

Project Schedule and Next Steps

Project Schedule and Next Steps



Next Steps



Update the Preliminary Preferred Design based on the feedback received from stakeholders and public



Prepare Environmental Study Report (ESR) and place on public record for review (2021)

Traffic Reassessment of Clark Blvd (Rutherford Rd to East of Dixie Rd)

- An Environmental Assessment was completed for Clark Boulevard from Rutherford Road to East of Dixie Road in 2012. The recommended improvements to Clark Boulevard include a number of cross-sectional elements depending upon the specific location along Clark Boulevard. Common elements to all include:
 - 3.75 metre wide curb-lanes
 - 3.5 metre wide inside lanes
 - 3.0 metre multi-use trail on the north side of Clark Boulevard,
 - 1.5 metre sidewalk on the south side of Clark Boulevard
 - 4 metre centre turning lane at certain sections,
 - 3.5 metre right and left turn lanes at intersections
- The traffic re-assessment conducted in 2019 by the Clark Boulevard and Eastern Avenue Road Improvements from Kennedy Road to Rutherford Road Project Team found no strong justification to widen Clark Boulevard from Rutherford Road to Dixie Road based on the corridor level study.
- The widening of Clark Boulevard from Rutherford Road to East of Dixie Road will be revisited as part of City of Brampton's TMP update.

Contact Us

Your input is very valuable to us!



Please complete the **online comment form** or contact us by email or phone to share your thoughts by **November 5th, 2021**

For more information visit us at:



www.brampton.ca/ClarkBlvdExt

To join the Study Mailing List or to share your thoughts or opinions about the corridor, contact us at:



Soheil.Nejatian@brampton.ca

Phone: 905.874.5909

Tara.Erwin@hdrinc.com

Phone: (289) 695-4653

Community Outreach



Direct Mail Notices



City of Brampton Website



Stakeholder Group Meetings



Newspaper Notices



Agency Meetings



Public Information Centre



City of Brampton Social Media

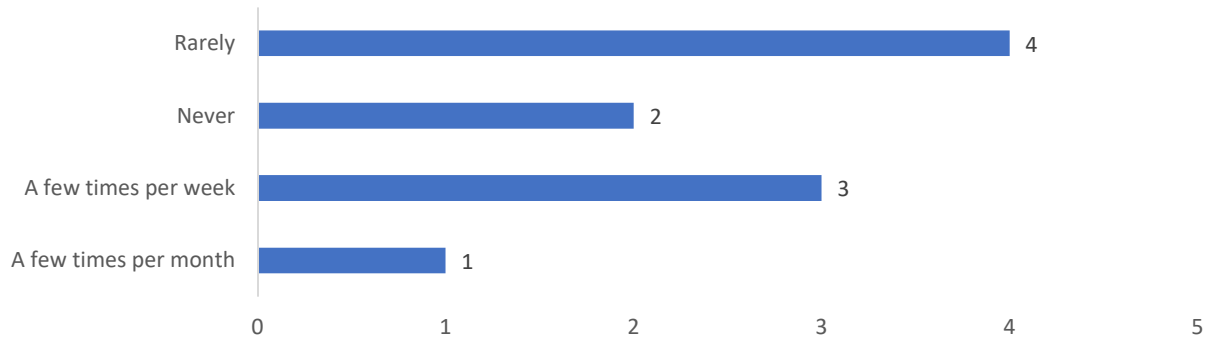


PIC#2 Summary of Feedback

The second online Public Information Centre (PIC#2) for the Clark Boulevard Extension and Eastern Avenue improvements EA study ran from October 7, 2021 to November 5, 2021. It was organized as a virtual event posted on the project website. The purpose of Public Information Centre #2 was to present the preliminary findings of Phases 3 (Alternative Designs) for the study area to the public and stakeholders and request their feedback. Individuals had the opportunity to leave questions, comments, and concerns by November 5, 2021 through an online survey provided on the project website. A total of ten(10) surveys were completed.

The following summarizes the feedback received from PIC#2. Individual comment-responses were issued to each survey respondent and are summarized at the end of the document.

1. How often do you currently travel along Eastern Avenue from Hansen Road to Kennedy Road (by any mode of travel)?



2. Do you agree with the recommendation for Active Transportation facilities to accommodate pedestrians and cyclists, which consists of sidewalk on the south side of the Eastern Avenue and Clark Boulevard?



3. Do you agree with the recommendation for Widening of Eastern Avenue between Hansen Road and Kennedy Road about the centreline to balance impacts on both sides following a best-fit approach to minimize impacts?



4. Do you agree with the recommendation to extend Clark Boulevard from Hansen Road to Rutherford Road following a more direct alignment that curves east of the tributary to Etobicoke Creek?



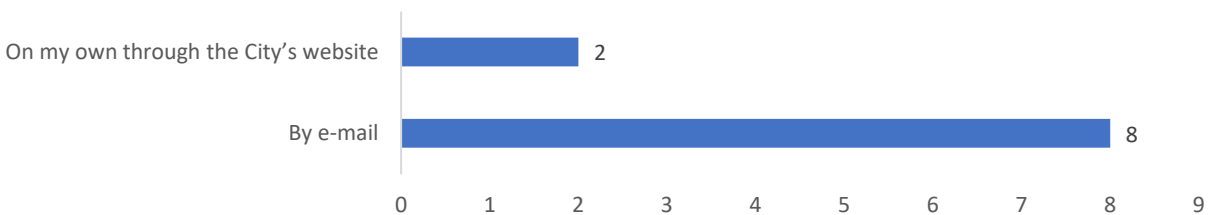
5. Please share any additional comments you may have related to the Clark Boulevard and Eastern Avenue EA Study:

- The Clark-Eastern Connection is going to be essential for reducing the amount of truck traffic along Queen Street as Clark also has a south connecting interchange.
- Concerned about the impact of Traffic lights at Eastern and Kennedy for the evening heavy traffic on Kennedy.
- As there is a railway track and access to the hwy 410 the less pedestrian and bicycle traffic the better. Cars are cutting each other off making rights as it is on small street, Having bike lanes where people getting to work in rush hour will just make problems. Making this extension will take a lot of traffic off Queen, dont bog it down.
- Leave it alone.
- Reverse the designation in 2012 of the Etobicoke Creek watercourse to a wetland requiring Table 9 compliance. This drainage ditch is just that - a drainage ditch. Its designation as a wetland imposes an environmental standard on the abutting properties that is higher than that imposed on a residential subdivision. Otherwise, expect the proposed road extension to be held to a very high, and expensive, construction standard.
- In addition, your criterion for assessment of alternatives considered heritage impacts, cyclists and pedestrians but did not consider traditional business use of the existing properties. Economic activity matters. Don't forget the business tax base that makes everything you do possible."



- The sooner this project is completed, the better, considering the condo, and apartment buildings currently under construction along the Queen Street corridor, close to Kennedy Road, will be completed next year, causing more traffic congestion.
- I live on Clark and this would alleviate a lot of traffic flowing onto Queen St as well
- However, staff recommend Alternative 4: Sidewalk on south side, and dual boulevard cycle tracks and sidewalk on north side. Having just spent half a day riding around Montreal where this type of facility is common, I feel it is inferior to Alternative 1. It is more challenging to navigate turns especially if there is no cycling infrastructure on the streets being turned onto. It is less intuitive for cyclists accustomed to riding on the roads. It is a short corridor that, at least initially, will not have cycling infrastructure to the east or west, which means that when travelling from west of Kennedy, and continuing east on Clark past Rutherford, cyclists will have to cross the intersections in both directions. It is more awkward to do shoulder checks when riding in boulevard against the traffic flow. And at night it means you have the headlights of vehicles in your eyes very close by. Of the four remaining AT options, my preference would be Alternative 1: Boulevard One-Directional Cycle tracks and sidewalks on both sides. Providing the engineering was of the quality seen in Vaughan along Highway 7, with ""elephant footprints"" at driveways, smooth surface transitions from cycle track to intersection, cross rides, and use of green paint in conflict zones, this is a good alternative to on road bike lanes, especially if the on road bike lanes are not physically separated, as drivers cannot drive on the cycle track without mounting the curb.

6. What is your preferred way to receive updates relating to the Clark Boulevard and Eastern Avenue Environmental Assessment Study?





Comment Response

COMMENT	RESPONSE
<p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study:</p> <p>"Reverse the designation in 2012 of the Etobicoke Creek watercourse to a wetland requiring Table 9 compliance. This drainage ditch is just that - a drainage ditch. Its designation as a wetland imposes an environmental standard on the abutting properties that is higher than that imposed on a residential subdivision. Otherwise, expect the proposed road extension to be held to a very high, and expensive, construction standard.</p> <p>In addition, your criterion for assessment of alternatives considered heritage impacts, cyclists and pedestrians but did not consider traditional business use of the existing properties. Economic activity matters. Don't forget the business tax base that makes everything you do possible."</p>	<p>Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list. We have provided a response below based on your comment:</p> <p>A Natural Heritage Assessment study has been completed as part of the EA Study. Within the project study area it is clarified that the Tributary to the Etobicoke Creek is not identified as wetland. The majority of the study area is considered highly disturbed industrial lands with limited existing natural features. The Tributary of the Etobicoke Creek within the study area is considered a engineered drain and the adjacent riparian zone are the only natural features identified within the study area.</p> <p>It is clarified that impacts to businesses are taken into account under the Planning Objective criteria to address planned growth and development, as well as the following criteria: "Minimize Access Impacts", "Improve Access to Business and Key Employment Areas" and "Minimize Property Requirements."</p> <p><i><Additional discussion is provided in the EA public comment-response tracking table></i></p>
<p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study:</p> <p>The sooner this project is completed, the better, considering the condo, and apartment buildings currently under construction along the Queen Street corridor, close to Kennedy Road, will be completed next year, causing more traffic congestion.</p>	<p>The EA Study is projected to be complete in early 2022. Construction is anticipated to begin in 2027. A link to the City's map for the 10-Year Roads Capital Program can be found at:</p> <p>https://www.brampton.ca/EN/Online-Services/maps/Works%20and%20Transportation/Roads%20Capital%20Program.pdf</p>



COMMENT

Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study:

However, staff recommend Alternative 4: Sidewalk on south side, and dual boulevard cycle tracks and sidewalk on north side. Having just spent half a day riding around Montreal where this type of facility is common, I feel it is inferior to Alternative 1. It is more challenging to navigate turns especially if there is no cycling infrastructure on the streets being turned onto. It is less intuitive for cyclists accustomed to riding on the roads. It is a short corridor that, at least initially, will not have cycling infrastructure to the east or west, which means that when travelling from west of Kennedy, and continuing east on Clark past Rutherford, cyclists will have to cross the intersections in both directions. It is more awkward to do shoulder checks when riding in boulevard against the traffic flow. And at night it means you have the headlights of vehicles in your eyes very close by. Of the four remaining AT options, my preference would be Alternative 1: Boulevard One-Directional Cycle tracks and sidewalks on both sides. Providing the engineering was of the quality seen in Vaughan along Highway 7, with "elephant footprints" at driveways, smooth surface transitions from cycletrack to intersection, crossrides, and use of green paint in conflict zones, this is a good alternative to on road bike lanes, especially if the on road bike lanes are not physically separated, as drivers cannot drive on the cycletrack without mounting the curb.

RESPONSE

Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list.

We have provided a response below based on your comment:

The City of Brampton's January 2020 Preliminary Queen Street East Precinct Plan identified a Future Urban Greenway along the north boulevard of the corridor. This future urban greenway is to protect for a dedicated pedestrian and cycling facility.

Although Alternative 1 (Boulevard One-Directional Cycle Tracks and Sidewalks on both sides) provides cyclist access in both the north and south boulevards, this option only permits cyclist travel to one-direction (westbound) within the Future Urban Greenway.

Alternative 4 (Sidewalk on South Side and Dual Boulevard Cycle Tracks and Sidewalk on north side) was recommended as although cyclist travel is limited to the north boulevard, this option is consistent with the City's vision for the Future Urban Greenway and permits two way travel within the Future Urban Greenway. This option also provides cyclists with separated space from pedestrians and dedicated space for each direction. This alternative provides the greatest separation of pedestrians and cyclists minimizing conflicts between both users and bi-directional cyclists. This alternative also limits additional conflict points for cyclists at driveways to the north boulevard only.

Crossrides are proposed at intersections to accommodate pedestrians and cyclists crossings. Intersections will be designed in accordance with Accessibility for Ontarians with Disabilities (AODA) standards and to facilitate the movement of all road users, including pedestrians and cyclists. Additional details on pavement markings, material type and signage would be identified during the subsequent Detailed Design stage of the project.



COMMENT	RESPONSE
<p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study:</p> <p>As there is a railway track and access to the hwy 410 the less pedestrian and bicycle traffic the better. Cars are cutting each other off making rights as it is on small street, Having bike lanes where people getting to work in rush hour will just make problems. Making this extension will take a lot of traffic off Queen, dont bog it down.</p>	<p>Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list. We have provided a response below based on your comments:</p> <p>Active transportation facilities for pedestrians and cyclists are identified in the City's Active Transportation Master Plan along the Eastern Avenue / Clark Boulevard corridor. It is clarified that the recommended facilities include sidewalks on both sides and boulevard cycle tracks. The cycling facilities are not on-road but instead boulevard cycle tracks adjacent to the sidewalk that are physically separated from traffic lanes. Providing such facilities will create safer travel environments for all road users.</p>
<p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study:</p> <p>Concerned about the impact of Traffic lights at Eastern and Kennedy for the evening heavy traffic on Kennedy.</p>	<p>Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list. We have provided a response below based on your comments:</p> <p>A Transportation and Traffic Study was completed for the EA study which recommended new traffic signals at the intersection at Kennedy Road / Eastern Avenue. Traffic signals will improve traffic flow, allow for protected turning movements, and also provide protected (signalized crossings) for pedestrians and cyclists. Signal Timing Plans will be prepared to optimize the flow of traffic at the intersection and are monitored and updated based on current conditions.</p>
<p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study:</p>	<p>Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list.</p>



COMMENT	RESPONSE
<p>The Clark-Eastern Connection is going to be essential for reducing the amount of truck traffic along Queen Street as Clark also has a south connecting interchange.</p> <p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study:</p> <p>For #2 - the city usually opts to place bike facilities on one side of a road while leaving destinations on both sides. People will bike on the north sidewalk if that's where their workplace or destination is - it's one of the many reasons people in this city side on sidewalks. The people who bike to these factories, who bike since they can't afford a car, would probably prefer two MUPs as opposed to the single-sided cycle track on one side of the road. An MUP can be sufficient, so long as it doesn't interfere with bus shelters.</p> <p>Furthermore, ensuring space is left so bus shelters can be placed should be done - many stops in Brampton don't have shelters or place shelters on MUPs as space has been leased off to private development. This leads to the many crowds which stand outside factories at bus stops in inclement weather.</p> <p>For #3, the city can widen the road but it should think about its lane widths carefully. Brampton has a problem with speeding and has placed speed cameras throughout the city because our preference for wide lanes. It is already well documented that wide lane widths subconsciously encourage dangerous driving practices. If wide lanes are needed to accommodate trailer truck turning so be it but the wider the road, the more the city pays in capital costs, maintenance and damages caused by increased crashes.</p>	<p>Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list. We have provided a response below based on your comment:</p> <p>The City of Brampton's January 2020 Preliminary Queen Street East Precinct Plan identified a Future Urban Greenway along the north boulevard of the corridor. This future urban greenway is to protect for a dedicated pedestrian and cycling facility.</p> <p>Alternative 4 (Sidewalk on South Side and Dual Boulevard Cycle Tracks and Sidewalk on north side) was recommended as although cyclist travel is limited to the north boulevard, this option is consistent with the City's vision for the Future Urban Greenway and permits two way travel within the Future Urban Greenway. This option also provides cyclists with separated space from pedestrians and dedicated space for each direction. This alternative provides the greatest separation of pedestrians and cyclists minimizing conflicts between both users and bi-directional cyclists. This alternative also limits additional conflict points for cyclists at driveways to the north boulevard only.</p> <p>There are currently no existing transit routes that operate along the existing corridor. Requirements for transit infrastructure will be reviewed and confirmed during the Detailed Design stage of the project in consultation with Brampton Transit when additional information on future transit service routes and stops may be known. The proposed design incorporates reduced lane widths of 3.3m and 3.5m to accommodate active transportation initiative of the City.</p>



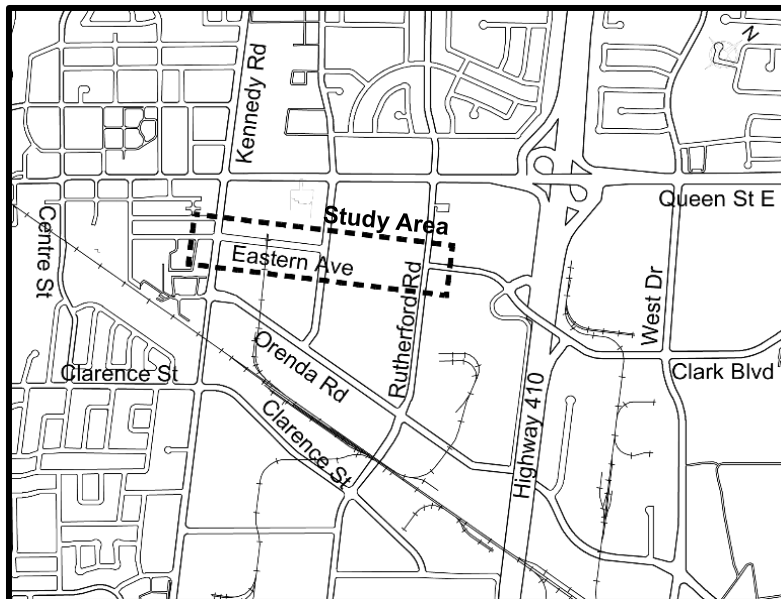
COMMENT	RESPONSE
<p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study: I live on Clark and this would alleviate a lot of traffic flowing onto Queen St as well</p>	<p>Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list.</p>

Public Notice

NOTICE OF COMPLETION MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR CLARK BOULEVARD EXTENSION AND EASTERN AVENUE IMPROVEMENTS FROM RUTHERFORD ROAD TO KENNEDY ROAD

THE STUDY

The City of Brampton has completed a Schedule 'C' Municipal Class Environmental Assessment (Class EA) for improvements to Eastern Avenue between Kennedy Road and Hansen Road and the extension of Clark Boulevard from Hansen Road to Rutherford Road. These recommendations were made to address capacity and operational improvements identified for Eastern Avenue and Clark Boulevard, and to accommodate planned growth in the City for all transportation modes including pedestrians, cyclists, transit users and motorists.



The recommended improvements include:

- Widening and urbanization of Eastern Avenue from 2 to 4 lanes from Hansen Road South to Kennedy Road
- Extension of Clark Boulevard from Rutherford Road to Hansen Road to accommodate a new 4 lane road
- New traffic signals at Kennedy Road and Hansen Road intersections
- In-boulevard cycle tracks and sidewalks and streetscaping

STUDY REPORT REVIEW PERIOD

The study was completed in accordance with the planning and design process for Schedule 'C' projects, as outlined in the *Municipal Engineers Association (MEA) Municipal Class EA guidelines* (October 2000, amended 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act. The Environmental Study Report (ESR) documents the planning, consultation, preliminary design and decision-making process undertaken for the project. The ESR is available for review for 45 days starting **December 1st, 2022** and ending on **January 14th, 2023**.

The report can be reviewed and downloaded on the City of Brampton's website at <https://www.brampton.ca/ClarkBlvdExt> or scanning the QR code below:



If there are any outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, a person may request the Minister of Environment, Conservation and Parks to issue a Section 16 Order on those matters for this project. Requests should include the requester contact information and full name. Requests should specify what kind of order is being requested (request for conditions or a request for an individual/ comprehensive environmental assessment), how an order may prevent, mitigate, or remedy potential adverse impacts on Aboriginal and treaty rights, and any information in support of the statements in the request. This will ensure that the Ministry is able to efficiently begin reviewing the request. The Section 16 Order request must be provided in writing and received by the Minister at the address below no later than **January 14th, 2023**.

Minister

Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
E-mail: minister.mecp@ontario.ca

Director

Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
E-mail: EABDirector@ontario.ca

A copy of any Section 16 Order request must also be sent to the City of Brampton project contact below. Please also provide written comments and outstanding concerns within the 45-day review period to:

Ghaz Mohammad, M.Eng., P.Eng, PMP Manager, Infrastructure Planning

Public Works & Engineering
City of Brampton
1975 Williams Parkway
Brampton, ON L6S 6E5
Call: 311

E-mail: Ghazanfar.mohammad@brampton.ca

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. Apart from personal information, all comments will become part of the public record.

This notice was first issued on **December 1st, 2022**



brampton.ca



ID	Comment Date	Comment Format	Received By	Project Phase	Comment / Request	Response Date	Response By	Response / Action
1	1/23/2019	E-mail	T. Erwin	Phase 1 (Response to notice of commencement)	Hello, I am writing you to request that we be added to the study mailing list for the Municipal Class EA Study - Clark Blvd Extension and Eastern Ave Improvements from Rutherford Rd to Kennedy Rd. Please add the following names to your mailing list: _____ _____ _____ Regards,	1/23/2019	T. Erwin	Thanks , The names provided have been added to our mailing list. Regards,
2	1/25/2019	E-mail	T. Erwin	Phase 1 (Response to notice of commencement)	_____ is the owner of the property at ___ Rutherford Road South. Please find attached the Response Form indicating our desire to be included in the SHG.	1/25/2019	T. Erwin	Thanks for your response You have been added to the SHG list. Kind regards,
3	1/24/2019	E-mail	M. Goolsarran	Phase 1 (Response to notice of commencement)	Hello, Could you please add me to the study mailing list for the Clark Blvd extension. Can you provide an approximate timeline for major milestones/updates? Best regards,	1/25/2019	T. Erwin	Hello , Thank you for your interest in the Municipal Class Environmental Assessment Study for Clark Boulevard Extension and Eastern Avenue Improvements from Rutherford Road to Kennedy Road (Clark/ Eastern EA). Your information has been added to our project mailing list and you will receive notification of public consultation events. The Clark/ Eastern EA is tentatively scheduled to be completed in Fall 2020, at which point an Environmental Study Report will be filed and available for review/comment for a 30-day period. Opportunities to engage with the public will be ongoing throughout the study and include two (2) Public Information Centres (PICs), once in late Spring 2019, and again in Winter 2020. This information is based on the current situation and while the City tries to adhere to the original schedule, the schedule is subject to change. Notifications will be provided at least two weeks prior to the public information centres. Please do not hesitate to contact us with any additional comments or questions.
4	1/22/2019	E-mail	T. Erwin	Phase 1 (Response to notice of commencement)	Hi, We are the owner of the property located at the south-east corner of Kennedy Road South and Eastern Ave and would like to receive more information as it becomes available, and also see what is proposed for the intersection and how it affects our property and Tenants. Thanks,	2/5/2019	T. Erwin	Hello , Thank you for contacting us. We have added you to our mailing list and will keep you informed for future project updates. In addition, please see attached for a Stakeholder Letter and Response Form. If you wish to be a member of the Stakeholder Group, please fill in and return the form to us by mail or email. Regards,
5	1/21/2019	E-mail	T. Naghshbandi	Phase 1 (response to notice of commencement)	Thanks! Added it to our group's website. https://fightgridlock.wordpress.com/2019/01/21/brampoli-notice-of-study-commencement-clark-blvd-extension-and-eastern-ave-improvements/	1/23/2019	T. Naghshbandi	Hello Thank you for your response. We will continue to share project updates with your organization. Kindly,
6	1/28/2019	E-mail	T. Erwin	Phase 1 (response to notice of commencement)	Arcam Holdings Inc. is the owner of 36 Rutherford Rd. South, Brampton. Please find attached the Response Form indicating our desire to be included in the SHG.	1/28/2019	T. Erwin	Thanks for your response You have been added to the SHG list. Kind regards,
7	1/29/2019	E-mail	T. Erwin	Phase 1 (response to notice of commencement)	Please find the signed response form attached. Thanks,	1/29/2019	T. Erwin	Thanks for your email and completed response form You have been added to the SHG contact list. We look forward to your involvement on this project. Best regards,
8	n/a	n/a	n/a	Phase 1 (response to notice of commencement)	n/a	2/6/2019	T. Erwin	Hi , I received your name from ... from the City of Brampton. I was hoping you could help me to identify who within your organization is the best contact to discuss the Clark Boulevard Extension and Easter Avenue Improvements. The City of Brampton is initiating a Municipal Class Environmental Assessment Study to evaluate the current and future transportation capacity needs, identify possible improvements to accommodate the needs of pedestrians, cyclists, transit and motorists within the project limits, and identify safety improvements. We want to engage [...] in this study as you are a valued stakeholder. If you are not sure who the right contact is can you please share a contact name of someone who may be able to point me in the right direction? Thanks for your time.
9	2/8/2019	E-mail	T. Erwin	Phase 1 (response to notice of commencement)	Hi, Certainly, I can assist you to conduct any Environmental assessment or survey to be conducted on our company property. To prevent interruptions in our yard operations and for the safety of your crew, I will advise to plan all assessment / survey activities on Saturdays only. Soon I will send you copy of [...], which is mandatory to be delivered to all your crew members coming to our Plant Site. It will be greatly appreciated to notify us 2-3 weeks ahead for firm planning. Best Regards,	2/8/2019	T. Erwin	Thanks for your reply. We can advise you of any field surveys 2-3 weeks in advance (anticipated closer to the spring). In the interim is there anyone else within the company that would want to be involved in the planning discussions and help our project team to understand any challenges or opportunities as they relate to the company and surrounding property. Regards,
10	7/6/2019	E-mail	M. Goolsarran	Phase 1	Please also put me on the list for the Clark Road EA, Sandalwood Road and Williams Parkway. [phone number, address, and e-mail]	7/8/2019	n/a	Added to project mailing list and SHG list.
11	8/11/2019	E-mail	T. Naghshbandi	Phase 1 (response to Pre-Con meeting 2 minutes)	Good Evening, Thank you for circulating these materials. As you have probably seen from my out of office, I am away from the office returning August 12, 2019. Although I will endeavour to review the materials provided in the timeline set out it is more realistic to expect that we will be providing comments later in the week of August 12, 2019. Please let me know if this revised timing is a problem. As these materials relate to a meeting that happened on May 29, 2019 I don't expect this will be problematic. Thank you,	8/12/2019	T. Naghshbandi	Hello , Thank you for letting me know. No problem, we'll look forward to receiving your comments later in the week. Feel free to let me know if you have any questions in the meanwhile. Kindly,
12	8/16/2019	E-mail	T. Naghshbandi	Phase 1 (response to Pre-Con meeting 2 minutes)	Hi, We are in the process of reviewing the materials and will likely be responding next week. I would note that we have followed up with Bishnu in the past to determine the current status of this initiative. Can you provide us with any further information at this time? Thank you,	8/16/2019	S. Nejatian	Hi , We're currently in the process of the Needs & Justification analysis for the road extension and once we have the results from the technical study we will reach out to you and provide further updates. Thank you and have a great weekend.

13	8/20/2019	E-mail	T. Erwin, M. Goolsarran	Phase 1	Hi , Please find attached Letter in regards to the Municipal Class Environmental Assessment Study for Clark Boulevard Extension and Eastern Avenue Improvements. Feel free to contact me directly should you have any questions. Thank you for your efforts on this very important City initiative. Best, [letter attached]	9/11/2019	M. Goolsarran	Hi Thank you for your comments and interest in the Clark Blvd Extension EA. At this time, we provide the following information: <ul style="list-style-type: none"> • The EA study includes the following road segments; Clark Blvd Extension (from Rutherford Road S to Hansen Road S) and Eastern Avenue (Hansen Road S to Kennedy Road) as identified in the City's 2015 Transportation Master Plan (TMP) update for improvements. • This EA itself does not extend further west to Truman Street and Peel Memorial Hospital (PMH) Site, as it was not identified in the 2015 TMP for improvements. However, the City will review and consider the strategic nature of this segment as part of the upcoming TMP update. • Work is ongoing on a number of background and technical studies associated with the EA such as transportation, property impacts, archeological, cultural heritage, natural environment, etc. The findings of the technical studies will inform the alternative solutions for the extension of Clark Blvd. and improvements to Eastern Avenue. • The study will consider provisions for active transportation and pedestrian amenities and also takes into consideration the Queen's Street Corridor Secondary Plan (SP36) and Brampton's 2040 Vision. • Your contact information will be added to the project stakeholder list and you will be notified of future stakeholder engagement, as the study progresses. If you have further questions or comments, please do not hesitate to contact us. Regards,
14	8/27/2019	E-mail	T. Erwin	Phase 1	Please see attached. Thank you, [letter attached]	9/11/2019	M. Goolsarran	Hi Thank you for your comments and interest in the Clark Blvd Extension EA. At this time, we provide the following information: <ul style="list-style-type: none"> • The EA study includes the following road segments; Clark Blvd Extension (from Rutherford Road S to Hansen Road S) and Eastern Avenue (Hansen Road S to Kennedy Road) as identified in the City's 2015 Transportation Master Plan (TMP) update for improvements. • This EA itself does not extend further west to Truman Street and Peel Memorial Hospital (PMH) Site and beyond, as it was not identified in the 2015 TMP for improvements. However, the City will review and consider the strategic nature of this segment as part of the upcoming TMP update. • Work is ongoing on a number of background and technical studies associated with the EA such as transportation, property impacts, archeological, cultural heritage, natural environment, etc. The findings of the technical studies will inform the alternative solutions for the extension of Clark Blvd. and improvements to Eastern Avenue. • The study will consider provisions for active transportation and pedestrian amenities and also takes into consideration the Queen's Street Corridor Secondary Plan (SP36) and Brampton's 2040 Vision. • Your contact information will be added to the project stakeholder list and you will be notified of future stakeholder engagement, as the study progresses. If you have further questions or comments, please do not hesitate to contact us. Kind Regards,
15	8/26/2020	E-mail	Michelle Mascarenhas	Phase 2	Hello I gathered from the end of the call that here is an opportunity to voice our concerns with the alternatives evaluated through a questionnaire? Since our operation is most disrupted by selection #7 (build the road) in the presentation last evening, we need to be apprised and consulted as much as possible. What will be the timing on our next interaction and where we can discuss our concerns? [...] will be on future calls and his email is CCed above. Thank you	8/26/2020	M. Mascarenhas	Hi , [...] distributed the Stakeholder Group (SHG) meeting presentation slides along with a general comment form a short while ago. We kindly request that you provide any comments on the SHG presentation by September 1st. Following that in the upcoming weeks you will receive Notice of the first Public Information Centre (PIC). The PIC materials will be similar to the Stakeholder Group Meeting but just in a different format and level of detail. A PIC questionnaire will also be provided to collect feedback on the PIC materials. The PIC materials will be posted on the project website and all details on how to access and review it, and date for comments will be contained in the Notice of PIC. We invite you to comment on both the SHG and PIC if you wish. Following the PIC and confirming the Preferred Solution based on the feedback received, we will be working on Phase 3 of the study where we review Alternative Designs for the improvements. We will be in contact with respective landowners during that Phase of the study as we develop and assess options. We also wanted to clarify based on your updated email address, has [...] changed names to [...] ? Is the concrete plant still in operation but under [...] or has there been a change in status to the site operations? Please feel to reach out to the study team anytime throughout the project. Thanks
16	8/26/2020	E-mail	Michelle Mascarenhas	Phase 2	Hello Soheil, Please find [...] and [...]s comments attached. Thank you Attachment: Stakeholder comment reponse form	12/8/2020	C.Yuen	Thank you for your comments and feedback for the Clark Boulevard Extension and Eastern Avenue Improvements (Kennedy Road and Rutherford Road) EA study. The preferred solution as presented at the PIC has been confirmed. With respect to the subject site (...) the preferred solution includes the extension of Clark Boulevard between Hansen Road and Rutherford Road and a new crossing of the Etobicoke Creek Tributary. Since completion of the PIC, the EA study has initiated Phase 3 - Alternative Designs of the Class EA process. During this phase of the study the development and evaluation of alternative alignments for the road extension (between Hansen Road and Rutherford Road), crossing locations of the tributary and road widening alternatives for the existing portion of Eastern Avenue (between Kennedy Road and Hansen Road) are underway. As the road extension alternatives include options that impact the subject site (...), the project team will arrange a follow-up meeting with (...) and its owner (...) to review the options considered and the identified impacts. It is anticipated the meeting will take place in beginning of 2021. The meeting will be an opportunity to obtain feedback on the options considered to allow the project team to update the options, evaluation and impact assessment. Additional review agency and stakeholder feedback on the alternatives and the evaluations are required in order to identify and confirm a Preferred Design for the overall corridor and subsequent preferred alignment. Following confirmation of the Preferred Design, anticipated impacts and mitigation measures will be identified. It is acknowledged that [...] and [...] are key stakeholders for this EA study. The project team is committed to meeting with you throughout the project to review and address the concerns identified. As discussed at our previous meetings, additional technical investigations are identified to be carried out on the subject site (35 Rutherford Road S) to inform the evaluation of alternatives and later phase of the study to inform impact/mitigation measures. This includes the geotechnical investigations, hydro-geological investigations and Phase 1 Environmental Site Assessment. A member of the project team will follow-up with you to discuss this work further with respect to your concerns regarding this work, permissions to enter and requirements, and anticipated timing. The zoning for the portion of the property that is south of the proposed extension of Clark Boulevard is not intended to change unless the owners wish to submit an application for rezoning. The existing zoning on the property is M2 which permits a wide range of industrial uses. It is intended that the lands south of Clark Boulevard remain as employment generating lands. The portion of property to the north of Clark is within the Queen Street East Precinct Plan. It is expected that the land-use permissions for this area will change to allow for a more urban development. Should you have further questions or concerns regarding zoning along the study corridor, please contact the City of Brampton at 905-874-2050 and ask to speak to an Information Planner in the Planning, Building and Economic Development Department. Please don't hesitate to contact us should you have further questions or concerns. Thank you,
17	9/14/2020	E-mail	Soheil Nejatian	PIC 1	Good Morning I have read and responded to the questionnaire in regards to the Clark Blvd extension and would like to be kept up to date AND watch or participate in the public meetings you have. I live at ____, and I am very concerned about the impact of this road opening in a safe and logical plus well planned manner to avoid accidents at Kennedy Rd exit. I expressed my concerns in the questionnaire as to traffic cutting through Eastern and Hillcrest on the west side of Kennedy and the pedestrian traffic that continually WALKS across Kennedy Rd. in that area. AT NIGHT it is a BIG safety concern....as you can't see them and the distance they have to cross is large. Another concern that was not addressed in your plan is the CAR WASH business on Kennedy Rd that uses Eastern Ave for an entrance to the car wash. On busy days the cars are lined up on Eastern Ave. to enter this CAR WASH. Some days it is lined up with cars from the entrance out to Kennedy Rd. Have a GREAT DAY! Call me anytime.			Comment noted.

18	10/13/2020	Voicemail	T. Erwin	PIC 1	A voicemail was left requesting a call back to discuss the Clark Boulevard EA	11/25/2020	C. Yuen	<p>It was nice speaking to you last week. I just wanted to follow up with you regarding your inquiry on whether the road will be widened east of Rutherford Road.</p> <p>Improvements east of Rutherford Road are subject to the recommendations of a separate EA study, the 2012 Clark Boulevard EA (Rutherford Road to Dixie Road) that the City completed in 2012 which recommended widening and implementation of active transportation facilities. However, at this time the City of Brampton is currently revisiting the recommendations from the completed 2012 EA study east of Rutherford Road and the detailed design is on hold.</p> <p>Should you have any more questions about this topic, Soheil Nejatian and Mario Goolsarran (both CC'ed in this e-mail) from the City of Brampton would be happy to help.</p> <p>Hope you have a wonderful rest of your week!</p>
19	9/11/2020	Survey	City of Brampton	PIC 1	<p>If you have comments on the Problem and Opportunities, please share them below: I am unclear as to what residential options will be used. High density buildings will only contribute to traffic congestion on Queen and Kennedy. Low density housing is a waste of land. Existing commercial properties (with the exception of the medical facilities that have been and are being built) are of low value so is the plan to move them out?</p> <p>If you have comments on the Preferred Solution, please share them below: Back to my comments above.</p> <p>If you have comments on any of the design options, please share them below: No response</p> <p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study: I am concerned, as mentioned above, about contributing to traffic congestion on Queen and Kennedy.</p>	11/25/2020	C. Yuen	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>It is clarified that the scope of this Clark Boulevard / Eastern Avenue Improvements EA Study is limited to planning the transportation improvements to accommodate the planned growth in the immediate and broader study area. For information regarding the planned land use and density targets please refer to the Preliminary Queen Street East Precinct Plan which was endorsed by City Council on January 13, 2020. In addition to the Preliminary Queen Street East Precinct Plan endorsed by Council, the Queen Street Corridor Secondary Plan envisions properties along the Queen Street East Corridor to be developed with high density mixed use buildings (i.e. residential that will support commercial, and institutional uses in the same building or nearby) that will facilitate pedestrian friendly environment that is able to support transit. It is expected that future improvements to transit along Queen Street, sufficient densities to support transit use and expected that future improvements to pedestrian and cycling infrastructure along Queen Street will mitigate traffic concerns. ... are contacts for the Queen Street Precinct Plan.</p> <p>The preferred solution is to widen Eastern Avenue from Kennedy Road to Hansen Road to four lanes and extend the road as four lanes to Rutherford Road. Active transportation facilities to accommodate pedestrian and cyclists and streetscaping opportunities are also propose. The road extension and additional road widening along the Eastern Avenue / Clark Boulevard corridor will relieve congestion on adjacent corridors including Queen Street and provide opportunities for new transit routes and travel via other modes (walking and cycling).</p>
20	9/14/2020	Survey	City of Brampton	PIC 1	<p>If you have comments on the Problem and Opportunities, please share them below: Traffic coming out of Eastern on to Kennedy Rd. should ONLY be allowed to go NORTH BOUND. I live on Hillcrest Ave. and see lots of pedestrians jaywalking across Kennedy from that point and up to the corner of Queen & Kennedy. IF someone wants to GO SOUTH they could go south on Hansen to Orenda then go to the light at Kennedy. THE OTHER concern is for Eastern Ave. and Hillcrest Ave.. for more traffic. WE already contend with traffic who want to pass the Queen and Kennedy corner to go WEST as they cut through these TWO streets. The parking on these two streets has got worse since the parking at the Medical Centre is expensive and people park on side streets. We have TWO high rise apts. going in to that neighbourhood that will also cause more traffic and parking issues. The existing building at 215 Queen St. already has parking issues for visitors AND residents so I am fairly confident is saying that the TWO new high rises (one being 32 storeys) will also have parking issues</p> <p>Are there any additional Evaluation Criteria we should consider from the list we shared? Tell us below or otherwise leave blank. I read everything I could find ON LINE about this project. I love the fact you are opening it up as I use this route everyday to go from Hillcrest Ave to the RE/MAX office at Clark and Hwy 410 in the Bramrose Plaza BUT I do not see comments or concerns about the street across from the exit of Eastern on to Kennedy Rd. I think this needs to be addressed by TRAFFIC</p> <p>If you have comments on the Preferred Solution, please share them below: I do not think a lot of money needs to be spent on this railway crossing if that is what is referenced in the Etobicoke Creek Tributary as this rail line is seldom used AND the train has to stop on the north side of Eastern Ave to go into the company who utilize this track so the speed is extremely SLOW. A Warning light should be enough.</p> <p>If you have comments on any of the design options, please share them below: I have traveled this route for years and have witnessed a LARGE overflow of water on Hansen Rd and Eastern Ave. on many occasions. The water overflows the drainage ditch and covers some parts of the roads. This should be addressed when construction is done to allow for the FLOW of water UNDER the new extension.</p> <p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study: No response</p>	11/25/2020	C. Yuen	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>A Transportation and Traffic Assessment Study is completed as part of the EA study to inform the study recommendations. During Phase 3 - Alternative Designs of this study which is underway following PIC#1, we are reviewing and confirming the recommended traffic control measures including the need for new traffic signals in the study area and associated turning lane requirements. The preliminary recommendations are to provide new traffic signals at the intersections at Kennedy Road / Eastern Avenue and Hansen Road / Clark Boulevard.</p> <p>An opportunity to improve the safety of the existing rail crossing has been identified for the study to address all road users including vehicles and pedestrians and cyclists. Recommendations made at the existing rail crossing will consider current standards, guidelines and warrant criteria, and will be developed in consultation with the rail authority.</p> <p>A Drainage and Stormwater Management study will be prepared during Phase 3 - Alternative Designs of this study which is underway following PIC#1, and will include a review of the existing drainage conditions, and assessment of future conditions resulting from the proposed improvements. The proposed road improvements are anticipated to include urbanization of the corridor with the introduction of a storm sewer system that will be designed in compliance with applicable storm water management criteria and standards. A strategy to address the drainage requirements will be developed and reviewed in consultation with the Toronto Region Conservation Authority (TRCA) and Ministry of the Environment Conservation and Parks (MECP).</p>
21	9/16/2020	Survey	City of Brampton	PIC 1	<p>If you have comments on the Preferred Solution, please share them below: Connecting those roads would create an East West alternative for cyclists that don't want or like riding on queen to get to work.</p>	11/25/2020	C. Yuen	<p>Comment noted,</p>
22	9/16/2021	Survey	City of Brampton	PIC 1	<p>If you have comments on the Problem and Opportunities, please share them below: would like to see this project move forward</p> <p>If you have comments on any of the design options, please share them below: would love to see multi use paths</p>	11/25/2020	C. Yuen	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>The preferred alternative solution includes the recommendation for dedicated active transportation infrastructure for individuals who wish to bike or walk. In the next phase of the study the project team will be considering different active transportation facility types including multi-use paths (MUPs) and separated sidewalks and boulevard cycle tracks. The evaluation and recommendations will be presented at the next Public Information Centre (PIC). As we have added you to the study mailing list you will receive notice of the next PIC.</p>
23	9/20/2020	Survey	City of Brampton	PIC 1	<p>If you have comments on the Problem and Opportunities, please share them below: I find the conclusion that we need to accommodate the future growth of cars problematic. The city has declared a climate emergency, and we're trying to DISCOURAGE the growth of cars. I agree that there are opportunities to improve the space for active transportation. Being able to more easily access Rutherford Rd. from Eastern, instead of Orenda, would put someone on a bicycle much closer to where the bike lanes start north of Queen, and closer to the shops at Queen and Rutherford.</p> <p>If you have comments on the Preferred Solution, please share them below: Not exactly: I would agree with widening out the road to accommodate bike lanes. But not for doubling the capacity for cars.</p>	11/25/2020	C. Yuen	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>We understand your concerns about widening the road on the existing part of Eastern Avenue and the proposed extension of Clark Boulevard. The proposed road improvements supports the anticipated population and employment growth in the City of Brampton and will help reduce the anticipated congestion along the study corridor. The proposed road widening will provide multi-modal improvements for sustainable modes of transportation such as pedestrian and cycling. The additional road link/extension also provides opportunities for additional transit routing to service the study corridor. In the next phase of the study the project team will review different active transportation facility types to determine how best to accommodate pedestrians and cyclists and provide opportunities for plantings/green space along the Clark Boulevard / Eastern Avenue study corridor. The evaluation and recommendations will be shared at the next Public Information Centre (PIC). As we have added you to the study mailing list you will receive notice of the next PIC.</p>
24	9/20/2020	Survey	City of Brampton	PIC 1	<p>If you have comments on the Problem and Opportunities, please share them below: We need a bicycle suitable east/west street to avoid Queen St.</p> <p>If you have comments on any of the design options, please share them below: Many people working in the industrial areas as well as retail spaces along Queen need to travel from Bramalea or residential areas of Queen/Hansen and Rutherford to those spaces. Many are low paid workers and cycling would be a great thing for these people. I am one of them.</p>	11/25/2020	C. Yuen	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>The preferred alternative solution includes the recommendation for dedicated active transportation infrastructure for individuals who wish to bike or walk. The additional road link/extension also provides opportunities for additional transit routing to service the study corridor. In the next phase of the study the project team will be considering different active transportation facility types including multi-use paths (MUPs) and separated sidewalks and boulevard cycle tracks. The evaluation and recommendations will be presented at the next Public Information Centre (PIC). As we have added you to the study mailing list you will receive notice of the next PIC.</p>
25	9/21/2020	Survey	City of Brampton	PIC 1	<p>If you have comments on the Problem and Opportunities, please share them below: How about a cycling/ pedestrian pathway only with green space and trees? We do NOT need any more wide roads. A calming mode of transportation that would connect to other protected bike lanes and sidewalks on Kennedy and Hansen would be utilized and a solution to overuse of cars as transport in this city.</p> <p>Are there any additional Evaluation Criteria we should consider from the list we shared? Tell us below or otherwise leave blank. We have a subdivision and a condo near the proposed roadway. People need to be considered.... the additional noise, pollution and safety hazards vehicles present is unconscionable in 2020. Brampton should be looking for ways to reduce traffic not create it. Take a trip to Ottawa and bike through the city.</p> <p>If you have comments on the Preferred Solution, please share them below: I've already made my comments above. NO MORE ROADS.</p>	11/25/2020	C. Yuen	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>We understand your concerns about widening the road on the existing part of Eastern Avenue and the proposed extension of Clark Boulevard. The proposed road improvements supports the anticipated population and employment growth in the City of Brampton and will help reduce the anticipated congestion along the broader study area and parallel roads by providing a new connection in the network and allowing for alternate travel routes. The proposed road widening will provide multi-modal improvements for sustainable modes of transportation such as pedestrian and cycling. The additional road link/extension also provides opportunities for additional transit routing to service the study corridor. In the next phase of the study the project team will review different active transportation facility types to determine how best to accommodate pedestrians and cyclists and provide opportunities for plantings/green space along the Clark Boulevard / Eastern Avenue study corridor. The evaluation and recommendations will be shared at the next Public Information Centre (PIC). As we have added you to the study mailing list you will receive notice of the next PIC.</p>
26	9/22/2020	Survey	City of Brampton	PIC 1	<p>If you have comments on the Preferred Solution, please share them below: I mostly agree with the suggested solutions presented, with the exception of widening to four lanes, which you haven't shown strong evidence of need for in your materials. Why not extend the road with only 2 lanes? I am worried 4 lanes may not leave much room for other improvements, i.e. sidewalks, street trees, cycling facilities, etc. I am also concerned about safety of a wide road. I could be convinced if it means the opportunity to narrow the nearby section of Queen Street, which is too wide and poorly designed.</p> <p>If you have comments on any of the design options, please share them below: It would be great to have better sidewalks and some space for biking here. Even better if a cycling route could continue over the 410.</p> <p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study: The relationship between this section of eastern and the parallel part of Queen should be considered together. I would love to see improvements along Queen Street, especially to make it nicer to walk, bike, take transit. If this work on Eastern can help accommodate that, great. But if the goal is to just cram more cars and trucks into ever wider roads everywhere, it will not help make Brampton more liveable for us.</p>	11/25/2020	C. Yuen	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>We understand your concerns about widening the road on the existing part of Eastern Avenue and the proposed extension of Clark Boulevard. The proposed road improvements supports the anticipated population and employment growth in the City of Brampton. The proposed road widening will provide multi-modal improvements for sustainable modes of transportation such as pedestrian and cycling. The additional road link/extension also provides opportunities for additional transit routing to service the study corridor. In the next phase of the study the project team will review different active transportation facility types to determine how best to accommodate pedestrians and cyclists and provide opportunities for plantings/green space along the Clark Boulevard / Eastern Avenue study corridor. The evaluation and recommendations will be shared at the next Public Information Centre (PIC). As we have added you to the study mailing list you will receive notice of the next PIC.</p> <p>Planning Staff is currently working on advancing plans on the Queen Street East Precinct Plan. A Preliminary Plan has been approved by Council that shows a mix of land-uses that will foster complete communities and transit-oriented, pedestrian friendly development. Currently, staff is working on hiring consultants to undertake numerous studies relating to infrastructure, open space, servicing and transportation in order to implement the objectives of the precinct plan. Once the technical studies are complete, staff will be in a better position to determine how development along the Queen Street corridor should proceed, and the type of improvements that will be required to implement the objectives for Queen Street East. These components will likely include items such as parks/open space, community facilities, sidewalks, cycling facilities and transit infrastructure</p>

27	4/5/2021	E-mail	S. Nejatian	Phase 3 (Post PIC 1)	<p>Dear Sirs/Mesdames:</p> <p>We are solicitors for [...], the owner of the property known municipally as (the "Property"). Based on the information provided to date, [...] is very concerned that the proposed roadway extension being studied pursuant to the Clark Boulevard/Eastern Avenue Extension Class Environmental Assessment (the "Class EA") will have significant adverse impacts on the value of the Property and will detrimentally impact[...]’s ability to retain its long-term tenant resulting in the disruption of a thriving, viable, employment use in the City of Brampton.</p> <p>[...]is seeking specific information to better understand the proposed conceptual alternative alignments set out in the Class EA and the specific details of the options proposed by the City of Brampton ("Brampton") to address the significant negative impacts to the Property, including property acquisition and /or appropriate compensation so that Brookfield can provide its informed comments to assist in this ongoing Class EA process.</p> <p>The Property: The Property is approximately 113,161 square feet (18.66 acres) in size with an irregular shape owing to its boundary to the north along the existing Etobicoke Creek tributary. A map illustrating the Property is attached to this letter as Schedule "A".</p> <p>The Property is strategically located in close proximity to key transportation corridors (including Highway 410) and a portion of the Property is located within the Provincially designated Queen Street East Urban Growth Centre. The Property is located within a Community and is designated Central Area by the City of Brampton Official Plan, 2006. The Queen Street Corridor Secondary Plan (SP36) designates the northern portion of the Property Central Area Mixed Use and the southern portion of the Property Industrial. The northern portion of the Property is also identified as an area that will act as a transition between the industrial uses to the south and the full range of higher intensity mixed uses envisioned for the Central Area Mixed Use area. The Property is used in its entirety as a thriving precast concrete manufacturing plant specializing in large prefabricated concrete forms which has been in operation at this location for over 58 years.</p> <p>Brookfield’s long-term tenant at the Property, [...] employs over 350 local residents, 2 purchases over \$30 million in supplies per year from local and area vendors, and provides products and services estimated at over \$42 million per year to customers in Brampton and the surrounding area. PreCon provided prefabricated concrete wall panels to many of the warehouse buildings along the 401 and 407, corridors and recently provided the pre-cast building materials for the GO Bramalea parking garage located less than 5 kilometres from the Property. In addition to the many advantages of this employment use -- including local jobs, investment in local suppliers, the support of its local customer base, and the associated tax revenues for Brampton, -- the specific location of the operation on the Property leads to lower carbon emissions due to reduced shipping distances as many customers are served in close proximity to the Property.</p> <p>The concrete prefabricating operations on the Property require the entire property and operate in a co-ordinated manner across the Property. The two large tower cranes located on the northern portion of the Property are an essential element of the operation, and the associated open storage areas are required as part of the process to prefabricate the large concrete forms that [...] specializes in.</p> <p>Clark Boulevard/Eastern Avenue Extension Class EA: Based on the materials provided to date as part of the Class EA process, Brampton is considering constructing an extension that would connect existing Clark Boulevard located to the east of the Property with existing Eastern Avenue located to the west of the Property. Further to the most recently provided material, two of the three proposed conceptual alternatives for the connecting road would cross the Etobicoke Creek Tributary and bisect the heart of the Property, resulting in a significant property taking and the separation of a smaller orphaned parcel containing the two large tower cranes from the balance of the Property. These two proposed road extension alignments will have a material impact on the value of the Property and [...]’s ability to retain the existing long-term tenant.</p> <p>Additional Information Required to Provide Further Comment: In order to provide the additional detailed commentary requested by Brampton at the meeting that took place on February 26, 2021, it is necessary to better understand how Brampton plans to provide compensation for the proposed land taking and related damages that will be incurred in regard to the proposed roadway. We therefore request further details in regard to the proposed processes including but not limited to:</p> <ul style="list-style-type: none"> • the potential for Brampton to acquire all or part of the Property through a negotiated land purchase, the proposed details of that process and the anticipated valuation calculations; • the potential for Brampton to obtain all or part of the Property through an expropriation, the proposed details of that process and the anticipated valuation calculations; • the associated compensation to be provided in regard to the relocation of the existing viable business and related business losses; • the additional compensation that will be provided for all other related damages. We look forward to obtaining the further detail requested above and will make ourselves available to meet to discuss this information once it has been provided so that our client can provide the requested input in regard to the proposed alignments and their impacts on the Property. <p>Yours truly,</p>	5/7/2021	S. Nejatian	<p>Thank you for your letter. Please note that the preferred alignment is not yet considered final and still has to go through the EA process. The next step is the Public Information Centre #2 tentatively planned for late summer 2021 subsequent to which the preferred alignment is finalized.</p> <p>As the EA process is still in progress and the valuation exercise has not commenced yet, we do not have responses to your specific questions at this time. We will continue to work with the property owner of ... and/or their representatives throughout this process and provide any additional information that will be available.</p> <p>In general, the City’s property acquisition process is as follows:</p> <p>The property acquisition process commences upon the confirmation of the preferred alignment through the EA process. The City prefers to negotiate acquisitions by way of an amicable agreement. For most projects, this means acquiring a portion of the parent parcel. Sometimes the damages to the remaining parcel are such that it makes sense to acquire the entire parent parcel. On other occasions, the owner may prefer to retain the remnant parcel(s). The City is prepared to work with the owner and arrive at a mutually-satisfactory resolution. Compensation for land is determined by an independent appraisal typically conducted by an AACI appraiser. The appraisal report is shared with the owner in advance of expropriation (in accordance with Section 13 of The Expropriations Act) so there is transparency regarding the process and valuation calculations.</p> <p>When property cannot be acquired through negotiations, the City may exercise its right to expropriate. Section 13 (2) of the Act states that "...the compensation payable to the owner shall be based upon,</p> <ol style="list-style-type: none"> the market value of the land; the damages attributable to disturbance; damages for injurious affection; and any special difficulties in relocation". <p>The expropriation process is laid-out in the Act. The valuation calculations will be in accordance with the Act, assuming the City identifies these damages or the owner can demonstrate there are damages. Nothing precludes continued negotiation to arrive at a settlement once expropriation has commenced.</p> <p>It is the City’s intention to compensate all owners fully and fairly. "Other related damages" must be demonstrated before additional compensation is provided. The City strives to allow ample time to negotiate an amicable agreement; typically one year or more.</p> <p>We look forward to working collaboratively on this matter going forward.</p> <p>Thanks,</p>
28	10/5/2021	Survey	City of Brampton	PIC 1	<p>If you have comments on the Problem and Opportunities, please share them below: I agree with the plan that City of Brampton is taking. Please provide a zoning improvement to the south side of Eastern Avenue as this will allow for mixed use retail, commercial and residential development. This would increase the potential value for our property so that we could afford to move our manufacturing location to another location within Brampton. This re-zoning would also support increased intensification which is constructive & supportive of additional property tax revenue for the city of Brampton and better usage of proposed Brampton transit and proposed All Day Go from Pearson Airport to Kitchener.</p> <p>If you have comments on the Preferred Solution, please share them below: Please change the zoning for the south side of Eastern Avenue to allow for mixed use retail, commercial and residential as per my comment in question 4 above.</p> <p>If you have comments on any of the design options, please share them below: I think bicycle lanes on roadways are hazardous for both cyclists and for motorists.</p> <p>Please share any additional comments you may have related to the Clark Boulevard/Eastern Ave Study: Please re-zone the south side of Eastern Avenue to allow mixed use retail, commercial and residential as per my comments in question 4 and question 7</p>	11/25/2020	C. Yuen	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>The preferred alternative solution includes the recommendation for dedicated active transportation infrastructure for individuals who wish to bike or walk. In the next phase of the study the project team will be considering different active transportation facility types including multi-use paths (MUPs) and separated sidewalks and boulevard cycle tracks. The evaluation and recommendations will be presented at the next Public Information Centre (PIC). As we have added you to the study mailing list you will receive notice of the next PIC.</p> <p>Re-zoning is not part of the scope of the EA study. Should you have further questions or concerns regarding zoning along the study corridor, please contact the City of Brampton at 905-874-2050 and ask to speak to an Information Planner in the Planning, Building and Economic Development Department. At this time there are no plans to rezone lands south of Eastern Avenue as they are outside the Queen Street East Precinct Plan. A detailed proposal from the land owner is required.</p>
29	10/7/2020	Survey	City of Brampton	PIC 1	<p>If you have comments on the Problem and Opportunities, please share them below: Maybe add some transit route to connect Kennedy and Clark</p> <p>If you have comments on any of the design options, please share them below: Fix Clark east of Dixie as well,</p>	11/25/2020	C. Yuen	<p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>The preferred alternative solution includes the recommendation to extend Eastern Avenue from Hansen Road to Rutherford Road. This additional road link/extension will provide opportunities for additional transit routing to service the study corridor and can result in opportunities to provide more efficient and direct transit routes.</p>
30	11/8/2021	Email	Soheil Nejatian	PIC 2	<p>Good morning, I hope you will accept this note from BikeBrampton as additional feedback regarding the improvement options being put forward by staff regarding the Clark Boulevard and Eastern Avenue improvements, particularly as they relate to active transportation impacts.</p> <p>Of the options being carried forward, BikeBrampton prefers Alternative 1: Boulevard One-Directional Cycle tracks and sidewalks on both sides. Assuming the engineering would be comparable to the Vaughan implementation seen along Highway 7, with, quality asphalt, "elephant footprints" at driveways, smooth surface transitions from cycle track to intersection, cross rides, and the use of green paint in conflict zones, this option would be a good alternative to on road bike lanes, especially those not physically separated, as drivers cannot drive on the cycle track without mounting the curb.</p> <p>We feel that the staff recommended Alternative 4: Sidewalk on south side, and dual boulevard cycle tracks and sidewalk on north side, is inferior to Alternative 1 for the following reasons.</p> <p>Bi-directional cycle tracks only on one side of the road make it more challenging to navigate turns especially if there is no cycling infrastructure on the streets being turned into. They are also less intuitive for cyclists used to riding on the roads. It is a short corridor that, at least initially, will not have cycling infrastructure to the east or west, which means that when travelling from west of Kennedy, and continuing east on Clark past Rutherford, cyclists will have to cross the intersections in both directions. It is also more awkward to do shoulder checks when riding in boulevard against the traffic flow. And at night it means the headlights of vehicles may impact cyclist vision even though the design calls for the cycle track to be separated from the live traffic lane by streetscaping. We cannot see the detail being proposed at intersections.</p> <p>Also, as the project is being implemented, consideration should also be given for the provision of a future AT connection from Eastern Avenue west of Kennedy Road to existing infrastructure at the Trueman Street bridge, Peel Memorial Health Centre, and the Centre St. bike lanes. At the far east end, AT connectivity should be considered for accessing the Bramrose Square shopping mall and for continuation of AT traffic along Clark Blvd over highway 410.</p> <p>Please contact me if you have any questions. Thanks for the opportunity to provide input.</p>	12/16/2021	S. Nejatian	<p>Hi,</p> <p>Thank you for sharing your thoughts. Your comments have been noted and you have been added to the mailing list.</p> <p>The City of Brampton’s January 2020 Preliminary Queen Street East Precinct Plan identified a Future Urban Greenway along the north boulevard of the corridor. This future urban greenway is to protect for a dedicated pedestrian and cycling facility. Although Alternative 1 (Boulevard One-Directional Cycle Tracks and Sidewalks on both sides) provides cyclist access in both the north and south boulevards, this option only permits cyclist travel to one-direction (westbound) within the Future Urban Greenway. Alternative 4 (Sidewalk on South Side and Dual Boulevard Cycle Tracks and Sidewalk on north side) was recommended as although cyclist travel is limited to the north boulevard, this option is consistent with the City’s vision for the Future Urban Greenway and permits two way travel within the Future Urban Greenway. This option also provides cyclists with separated space from pedestrians and dedicated space for each direction. This alternative provides the greatest separation of pedestrians and cyclists minimizing conflicts between both users and bi-directional cyclists. This alternative also limits additional conflict points for cyclists at driveways to the north boulevard only.</p> <p>Cross-rides are proposed at intersections to accommodate pedestrians and cyclists crossings. Intersections will be designed in accordance with Accessibility for Ontarians with Disabilities (AODA) standards and to facilitate the movement of all road users, including pedestrians and cyclists. Additional details on pavement markings, material type and signage would be identified during the subsequent Detailed Design stage of the project.</p> <p>The transition of the AT facilities east and west of the EA study corridor would be accommodated through the signalized intersections.</p> <p>If you have any further inquiries, please feel free to reach out to any member of the project team.</p> <p>Thanks,</p>
31	10/14/2021	Survey	City of Brampton	PIC2	<p>The Clark-Eastern Connection is going to be essential for reducing the amount of truck traffic along Queen Street as Clark also has a south connecting interchange.</p>	1/18/2022	C. Yuen	<p>Thank you for your participation in the second public information centre (PIC) for the Clark Boulevard / Eastern Avenue Improvements from Rutherford Road to Kennedy Road.</p> <p>The project team received your completed comment form which includes the following detailed comments:</p> <p>The Clark-Eastern Connection is going to be essential for reducing the amount of truck traffic along Queen Street as Clark also has a south connecting interchange.</p> <p>Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list.</p>

32	10/14/2021	Survey	City of Brampton	PIC2	Concerned about the impact of Traffic lights at Eastern and Kennedy for the evening heavy traffic on Kennedy.	1/18/2022	C. Yuen	<p>Thank you for your participation in the second public information centre (PIC) for the Clark Boulevard / Eastern Avenue Improvements from Rutherford Road to Kennedy Road.</p> <p>The project team received your completed comment form which includes the following detailed comments:</p> <p>Concerned about the impact of Traffic lights at Eastern and Kennedy for the evening heavy traffic on Kennedy.</p> <p>Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list. We have provided a response below based on your comments:</p> <p>A Transportation and Traffic Study was completed for the EA study which recommended new traffic signals at the intersection at Kennedy Road / Eastern Avenue. Traffic signals will improve traffic flow, allow for protected turning movements, and also provide protected (signalized crossings) for pedestrians and cyclists. Signal Timing Plans will be prepared to optimize the flow of traffic at the intersection and are monitored and updated based on current conditions.</p>
33	10/14/2021	Survey	City of Brampton	PIC2	As there is a railway track and access to the hwy 410 the less pedestrian and bicycle traffic the better. Cars are cutting each other off making rights as it is on small street, Having bike lanes where people getting to work in rush hour will just make problems. Making this extension will take a lot of traffic off Queen, dont bog it down.	1/18/2022	C. Yuen	<p>Thank you for your participation in the second public information centre (PIC) for the Clark Boulevard / Eastern Avenue Improvements from Rutherford Road to Kennedy Road.</p> <p>The project team received your completed comment form which includes the following detailed comments:</p> <p>As there is a railway track and access to the hwy 410 the less pedestrian and bicycle traffic the better. Cars are cutting each other off making rights as it is on small street, Having bike lanes where people getting to work in rush hour will just make problems. Making this extension will take a lot of traffic off Queen, dont bog it down.</p> <p>Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list. We have provided a response below based on your comments:</p> <p>Active transportation facilities for pedestrians and cyclists are identified in the City's Active Transportation Master Plan along the Eastern Avenue / Clark Boulevard corridor. It is clarified that the recommended facilities include sidewalks on both sides and boulevard cycle tracks. The cycling facilities are not on-road but instead boulevard cycle tracks adjacent to the sidewalk that are physically separated from traffic lanes. Providing such facilities will create safer travel environments for all road users.</p>
34	10/15/2021	Survey	City of Brampton	PIC2	Leave it alone.	1/18/2022	C. Yuen	No response was prepared as the commentor preferred to be anonymous.
35	10/17/2021	Survey	City of Brampton	PIC2	"Reverse the designation in 2012 of the Etobicoke Creek watercourse to a wetland requiring Table 9 compliance. This drainage ditch is just that - a drainage ditch. Its designation as a wetland imposes an environmental standard on the abutting properties that is higher than that imposed on a residential subdivision. Otherwise, expect the proposed road extension to be held to a very high, and expensive, construction standard. In addition, your criterion for assessment of alternatives considered heritage impacts, cyclists and pedestrians but did not consider traditional business use of the existing properties. Economic activity matters. Don't forget the business tax base that makes everything you do possible."	1/18/2022	C. Yuen	<p>Thank you for your participation in the second public information centre (PIC) for the Clark Boulevard / Eastern Avenue Improvements from Rutherford Road to Kennedy Road.</p> <p>The project team received your completed comment form. Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list. We have provided a response below based on your comment:</p> <p>A Natural Heritage Assessment study has been completed as part of the EA Study. Within the project study area it is clarified that the Tributary to the Etobicoke Creek is not identified as wetland. The majority of the study area is considered highly disturbed industrial lands with limited existing natural features. The Tributary of the Etobicoke Creek within the study area is considered an engineered drain and the adjacent riparian zone are the only natural features identified within the study area.</p> <p>It is clarified that impacts to businesses are taken into account under the Planning Objective criteria to address planned growth and development, as well as the following criteria: "Minimize Access Impacts", "Improve Access to Business and Key Employment Areas" and "Minimize Property Requirements."</p>
36	10/15/2021	Survey	Soheil Nejatian	PIC2	<p>Thank you for the information about the subject project published in the Brampton Guardian.</p> <p>I drive most of the affected streets regularly; using the Rutherford Rd and Clark Blvd southbound and northbound several times a week in the late afternoon "crawl hour". Traffic from approaching Rutherford Rd and Clark Blvd to Queen St N/B is the greatest bottleneck. The coming extension of Clark west of that intersection will help reduce traffic congestion on Rutherford and on Clark and in the vicinity.</p> <p>Notes Please continue to provide trees and other greenspace in all applicable projects. With them, please provide for watering of the trees and greenspaces during the summer. I suggest planting less greenery but spending the money saved on infrastructure to water what is planted.</p> <p>Similarly to maintaining greenspace, it is vital to use properly shielded area lighting to reduce light reflected to the sky.</p> <p>I agree with the chosen alignment for the simplification of the bridge construction and probable reduction of salt required for the curved alignment of the bridge over the tributary of Etobicoke Creek.</p> <p>Reduction of traffic turning movements from W/B Clark to N/B Rutherford and accompanying N/B Rutherford to W/B Queen will be very helpful.</p> <p>The number of turns from W/B Clark to N/B Hansen and to N/B Kennedy will be more than normal in similar circumstances as will turns from those two N/B streets to W/B Queen.</p> <p>Cyclists and pedestrians using new facilities along Clark will use whichever side they want ignoring guidance or signage so don't put much money into explicit travel-ways and signage. When I walk, I find very the interaction between cyclists and pedestrians respectful; don't try to over control the separation.</p> <p>The study does not mention direct access to Peel Memorial Hospital along Eastern Ave W/B. The current project will increase use of this westly stretch of Eastern by simplifying access for those coming from the east and south. This will be especially true for emergency vehicles; it should reduce ambulance access time by minutes when an emergency room is fully implemented. Please don't delay widening of Eastern Ave from Kennedy W/B to Trueman St and through the hospital property.</p> <p>As a general comment on road projects, I find each new traffic circle stressful and confusing to adjust to: each one takes many transits to get comfortable. Adding pedestrians to</p>	1/20/2022	Soheil N	<p>Thank you for taking the time to share your thoughts on the study and proposed recommendations. Your comments have been noted and you have been added to the mailing list.</p> <p>Based on your feedback below we understand you are supportive of the study recommendations as the proposed extension of Clark Boulevard will alleviate congestion in the overall network by providing an alternate route. The following responses are provided to your comments:</p> <ul style="list-style-type: none"> •The preferred design incorporates opportunities for green space along Eastern Avenue / Clark Boulevard in both the north and south boulevards where space permits. Watering and maintenance of the vegetation and plantings will be addressed by the City's Forestry staff. •Street lighting will be designed to follow the applicable City of Brampton design standards. •The Transportation and Traffic Study completed for the EA study recommended new traffic signals at the intersections at Kennedy Road / Eastern Avenue and Hansen Road / Clark Boulevard. Traffic signals will improve traffic flow, allow for protected turning movements, and also provide protected (signalized crossings) for pedestrians and cyclists. Signal Timing Plans will be used to optimize the flow of traffic at the intersections and are monitored and updated based on current conditions. •The preferred design recommends sidewalks on both sides of Eastern Avenue / Clark Boulevard and a boulevard cycle track on the north boulevard. Material type, pavement markings, and signage for these active transportation facilities will be determined in the Detailed Design phase of the project. •Improvements along Eastern Avenue west of Kennedy Road are beyond the scope of this EA study and are not currently identified in the City's 10-Year Roads Capital Program. Construction of improvements subject to this EA study along Eastern Avenue / Clark Boulevard between Kennedy Road and Rutherford Road is anticipated in 2027. A link to the City's map for the 10-Year Roads Capital Program can be found at: https://www.brampton.ca/EN/Online-Services/maps/Works%20and%20Transportation/Roads%20Capital%20Program.pdf •The preferred design does not include any traffic circles (roundabouts). <p>Kindly let us know if you have any more questions.</p>
37	10/26/2021	Survey	City of Brampton	PIC2	The sooner this project is completed, the better, considering the condo, and apartment buildings currently under construction along the Queen Street corridor, close to Kennedy Road, will be completed next year, causing more traffic congestion.	1/18/2022	C. Yuen	<p>Thank you for your participation in the second public information centre (PIC) for the Clark Boulevard / Eastern Avenue Improvements from Rutherford Road to Kennedy Road.</p> <p>The project team received your completed comment form which includes the following detailed comments:</p> <p>The sooner this project is completed, the better, considering the condo, and apartment buildings currently under construction along the Queen Street corridor, close to Kennedy Road, will be completed next year, causing more traffic congestion.</p> <p>Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list. We have provided a response below based on your comment:</p> <p>The EA Study is projected to be complete in early 2022. Construction is anticipated to begin in 2027. A link to the City's map for the 10-Year Roads Capital Program can be found at: https://www.brampton.ca/EN/Online-Services/maps/Works%20and%20Transportation/Roads%20Capital%20Program.pdf</p>
38	10/29/2021	Survey	City of Brampton	PIC2	I live on Clark and this would alleviate a lot of traffic flowing onto Queen St as well	1/18/2022	C. Yuen	<p>Thank you for your participation in the second public information centre (PIC) for the Clark Boulevard / Eastern Avenue Improvements from Rutherford Road to Kennedy Road.</p> <p>The project team received your completed comment form which includes the following detailed comments:</p> <p>I live on Clark and this would alleviate a lot of traffic flowing onto Queen St as well</p> <p>Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list.</p>
39	10/21/2021		City of Brampton	PIC2	However, staff recommend Alternative 4: Sidewalk on south side, and dual boulevard cycle tracks and sidewalk on north side. Having just spent half a day riding around Montreal where this type of facility is common, I feel it is inferior to Alternative 1. It is more challenging to navigate turns especially if there is no cycling infrastructure on the streets being turned onto. It is less intuitive for cyclists accustomed to riding on the roads. It is a short corridor that, at least initially, will not have cycling infrastructure to the east or west, which means that when travelling from west of Kennedy, and continuing east on Clark past Rutherford, cyclists will have to cross the intersections in both directions. It is more awkward to do shoulder checks when riding in boulevard against the traffic flow. And at night it means you have the headlights of vehicles in your eyes very close by. Of the four remaining AT options, my preference would be Alternative 1: Boulevard One-Directional Cycle tracks and sidewalks on both sides. Providing the engineering was of the quality seen in Vaughan along Highway 7, with "elephant footprints" at driveways, smooth surface transitions from cycletrack to intersection, crossrides, and use of green paint in conflict zones, this is a good alternative to on road bike lanes, especially if the on road bike lanes are not physically separated, as drivers cannot drive on the cycletrack without mounting the curb.	1/18/2022	C. Yuen	<p>Thank you for your participation in the second public information centre (PIC) for the Clark Boulevard / Eastern Avenue Improvements from Rutherford Road to Kennedy Road.</p> <p>The project team received your completed comment form. Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list. We have provided a response below based on your comment:</p> <p>The City of Brampton's January 2020 Preliminary Queen Street East Precinct Plan identified a Future Urban Greenway along the north boulevard of the corridor. This future urban greenway is to protect for a dedicated pedestrian and cycling facility. Although Alternative 1 (Boulevard One-Directional Cycle Tracks and Sidewalks on both sides) provides cyclist access in both the north and south boulevards, this option only permits cyclist travel to one-direction (westbound) within the Future Urban Greenway. Alternative 4 (Sidewalk on South Side and Dual Boulevard Cycle Tracks and Sidewalk on north side) was recommended as although cyclist travel is limited to the north boulevard, this option is consistent with the City's vision for the Future Urban Greenway and permits two way travel within the Future Urban Greenway. This option also provides cyclists with separated space from pedestrians and dedicated space for each direction. This alternative provides the greatest separation of pedestrians and cyclists minimizing conflicts between both users and bi-directional cyclists. This alternative also limits additional conflict points for cyclists at driveways to the north boulevard only.</p> <p>Crossrides are proposed at intersections to accommodate pedestrians and cyclists crossings. Intersections will be designed in accordance with Accessibility for Ontarians with Disabilities (AODA) standards and to facilitate the movement of all road users, including pedestrians and cyclists. Additional details on pavement markings, material type and signage would be identified during the subsequent Detailed Design stage of the project.</p>

40	10/21/2021	Survey	City of Brampton	PIC2	<p>For #2 - the city usually opts to place bike facilities on one side of a road while leaving destinations on both sides. People will bike on the north sidewalk if that's where their workplace or destination is - it's one of the many reasons people in this city side on sidewalks. The people who bike to these factories, who bike since they can't afford a car, would probably prefer two MUPs as opposed to the single-sided cycle track on one side of the road. An MUP can be sufficient, so long as it doesn't interfere with bus shelters. Furthermore, ensuring space is left so bus shelters can be placed should be done - many stops in Brampton don't have shelters or place shelters on MUPs as space has been leased off to private development. This leads to the many crowds which stand outside factories at bus stops in inclement weather.</p> <p>For #3, the city can widen the road but it should think about its lane widths carefully. Brampton has a problem with speeding and has placed speed cameras throughout the city because our preference for wide lanes. It is already well documented that wide lane widths subconsciously encourage dangerous driving practices. If wide lanes are needed to accommodate trailer truck turning so be it but the wider the road, the more the city pays in capital costs, maintenance and damages caused by increased crashes.</p>	1/18/2022	C. Yuen	<p>Thank you for your participation in the second public information centre (PIC) for the Clark Boulevard / Eastern Avenue Improvements from Rutherford Road to Kennedy Road.</p> <p>Thank you for sharing your thoughts. Your comment has been noted and you have been added to the mailing list. We have provided a response below based on your comment:</p> <p>The City of Brampton's January 2020 Preliminary Queen Street East Precinct Plan identified a Future Urban Greenway along the north boulevard of the corridor. This future urban greenway is to protect for a dedicated pedestrian and cycling facility.</p> <p>Alternative 4 (Sidewalk on South Side and Dual Boulevard Cycle Tracks and Sidewalk on north side) was recommended as although cyclist travel is limited to the north boulevard, this option is consistent with the City's vision for the Future Urban Greenway and permits two way travel within the Future Urban Greenway. This option also provides cyclists with separated space from pedestrians and dedicated space for each direction. This alternative provides the greatest separation of pedestrians and cyclists minimizing conflicts between both users and bi-directional cyclists. This alternative also limits additional conflict points for cyclists at driveways to the north boulevard only.</p> <p>There are currently no existing transit routes that operate along the existing corridor. Requirements for transit infrastructure will be reviewed and confirmed during the Detailed Design stage of the project in consultation with Brampton Transit when additional information on future transit service routes and stops may be known. The proposed design incorporates reduced lane widths of 3.3m and 3.5m to accommodate active transportation initiative of the City.</p>
41	1/18/2022	E-mail	Soheil Nejatian	Phase 4	<p>Thank you for your response.</p> <p>To be clear, are you stating that the Table 9 environmental standards do not apply to the drainage area abutting the southern boundary of the property located at 36 Rutherford Road South? We just had a Phase II environmental report drafted by Fisher Environmental and it was their belief that Table 9 was the applicable standard.</p>	2/14/2022	C. Yuen	<p>The Natural Environment Assessment Report reviewed the Tributary to the Etobicoke Creek between Hansen Road and Rutherford Road. The Tributary of the Etobicoke Creek between Hansen Road and Rutherford Road within the study area is considered an engineered drain and the adjacent riparian zone are the only natural features identified within the EA study area. Assessment of the Tributary to Etobicoke Creek east of Rutherford Road is beyond the scope of this EA study.</p>
42	3/6/2022	E-mail	C. Yuen	Phase 4	<p>Hello Charlotte,</p> <p>Why should there be a difference between east and west of Rutherford Road?</p> <p>I find it convenient that the City holds itself to a lower environmental standard than private property owners.</p> <p>There will be further discussions about this.</p> <p>Best regards,</p>	4/13/2022	M. Mascarenhas	<p>We are unaware of your specific circumstances. As the Clark Boulevard EA study area ended at Rutherford Road, the report does not address the lands east of Rutherford Road. However, it would be expected that the same policies and legislation apply to the lands east of Rutherford Road as to the west. We can not comment on requirements for your lands since they are not within our study limits.</p>
42	10/18/2022	E-mail	C. Yuen	Phase 4	<p>An e-mail was received from a property owner stating an interest in meeting to discuss impacts of the proposed design to their property.</p>	10/24/2022	C. Yuen	<p>Good morning,</p> <p>Thank you for responding to our letter regarding impacts to your property from the Clark Boulevard and Eastern Avenue Improvements EA Study (Rutherford Road to Kennedy Road). A Microsoft Teams Meeting has been forwarded to you for October 31, 2022 at 10 AM. We look forward to discussing the study findings with you. If you have any further questions before our meeting do not hesitate to reach out.</p> <p>Best,</p>
43	10/31/2022	Virtual Meeting	Project Team	Phase 4	<p>A meeting was held with a property owner to discuss impacts of the project to their property. Following the property owner meeting, the property owner sent the following e-mail on the same day:</p> <p>Dear Charlotte:</p> <p>I am so sad about the plan to cut my own land, I wonder if the process may not effect my property.</p> <p>Thank you very much for your concern.</p>	11/8/2022	C. Yuen	<p>Meeting minutes were distributed to property meeting attendees.</p>
44	11/2/2022	E-mail	Project Team	Phase 4	<p>A meeting was held with a property owner to discuss impacts of the project to their property</p>	11/25/2022	C. Yuen	<p>Meeting minutes were distributed to property meeting attendees.</p>
44	11/2/2022	E-mail	Project Team	Phase 4	<p>A meeting was held with two property owners to discuss impacts of the project to their separate properties.</p>	11/3/2022	C. Yuen	<p>Meeting minutes were distributed to property meeting attendees.</p>