Date:	December 17, 2018	**File:**	20185301.PM.04.01
Time:	9:30 am	**Page:**	1 of 7
Project:	Denison Avenue Extension Class EA Study		
Subject:	Project Initiation Meeting – City of Brampton		
Client:	City of Brampton (City)		
Location:	City of Brampton - Williams Parkway Operations Centre, Bdrm WPOC Admin-2A		

Present:		
Marko Paranosic	AE – Project Manager	MP
Jacky Ho	AE – Project Coordinator	JH
Jeff Suggett	AE – Traffic Lead	JS
Soheil Nejatian	City – Project Manager	SN
Carmen Caruso	City – Planner, Development	CC
Cassie Jasinki	City – Planner, Heritage	CJ
John Fantin	City – CADD Supervisor	JF
Julia Zalecki	City – Design Coordinator	JZ
Lisa Lieu	City – Traffic Modelling Lead	LL
Henrik Zbogar	City – Transportation Planning	HZ
Adam Davidson	City – Transportation Planning	AD
Bishnu Parajuli	City – Infrastructure Planning	BP
Mario Goolsarran	City – Infrastructure Planning	MG

Distribution:	Those Present	
	Hank Wang	City –Transit Planning
	Loui Pastor	City – Surveys & Mapping
	Muhammad Imran	City – Traffic Operations
	Kevin Minaker	City – Traffic Operations
	Brian Lakeman	City – Transportation Planning
	Linda Wu	City – Transportation Planning
	David Monaghan	City – Traffic Planning
	Mark Burkholder	City – Real Estate

RECORD OF MEETING

This Record of Meeting is considered to be complete and correct. Please advise the writer within one week of any errors or omissions, otherwise this Record of Meeting will be considered to be an accurate record of the discussions

Action By:	**Discussion:**
	1 INTRODUCTION
	Meeting attendees introduced themselves.
INFO	The City of Brampton Project Manager is Soheil Nejatian and the AE Project Manager is Marko Paranosic.
	2 PROJECT OVERVIEW
	2.1 BACKGROUND
	The City reviewed the background of the project.

Action By: **Discussion:**

The project is a Schedule "B" Municipal Class Environmental Assessment (EA) study for the extension of Denison Avenue, from Park Street to Mill Street. This project is identified in the City of Brampton Transportation Master Plan (2015) as a "short-term" network improvement targeted for implementation by 2021.

The City of Brampton has retained Associated Engineering (AE) to carry out the study.

Denison Avenue currently terminates at Park Street at the easterly end. It is a 2-lane urban cross-section with 50km/hr posted speed limit and a 23-26m ROW.

The extension of Denison Avenue is expected to improve local network transportation capacity as well as provide added connectivity for pedestrians and cyclists. As such the extension has been identified as a candidate for on-road cycle lanes.

2.2 SCOPE OF WORK

The City confirmed the scope of work is as stated in the RFP with consideration to issues as discussed (and outlined below) during the meeting.

AE As part of Phase I of the study, AE will undertake a transportation and traffic analysis, including a multi-modal approach. Subsequent to the transportation and traffic analysis being completed and reviewed with the City, a Problem Statement for the EA study will be developed.

AE The study will then review alternative solutions and perform technical studies and preliminary designs for the preferred solution before completing the environmental study report.

2.3 KEY CONSIDERATIONS

The following was discussed as anticipated key considerations for the duration of the study.

2.3.1 Official Plan Amendment for Future Sheridan-Ryerson University Campus

AE identified that the City is currently considering/studying an official plan amendment for an area that includes Denison Avenue as being re-zoned for university use.

The City confirmed that it is studying the amendment and the proposed campus would most likely be located near the northeast corner of Mill Street and Railroad Street.

AE/City Further to future discussions regarding City or AE responsibility for EMME modeling and traffic data, the proposed land use change within the study area and future trip generations will need to be considered in the transportation/traffic assessment.

2.3.2 45 Railroad Street Condominium Development

AE identified that the City has a development application for a condominium development on the 45 Railroad Street property.

The City confirmed the development application and indicated that the development has already received site plan approval for two (2) condominium buildings. Grading works have already begun on

Action By:	Discussion:

site. A hard copy of the site plan was circulated at the meeting showing a proposed Denison Street extension (26m ROW) at the south end, through the current 36 Park Street and 47 Mill Street properties, connecting Park Street and Mill Street. The alignment for the extension was not continuous with Denison Avenue to the west of Park Street.

AE expressed concern that the alignment for Denison Avenue had already been established as part of site plan approval and not the EA study. As such, the EA study would be confined to examining alternatives for realigning Denison Avenue west of Park Street, if warranted, because the alignment between Park Street and Mill Street was set.

City — The City confirmed that the developer had completed a Traffic Impact Study for the project. The City will forward this study to AE for reference and use in the preparation of the transportation/traffic assessment.

City — The City also agreed to forward any site plans (in Cadd) and/or other technical studies and reports done for the site development to AE for reference and use in the Denison EA study.

2.3.3 Heritage Buildings

City — City confirmed 45 Railroad Street and 44 Mill Street are heritage buildings, and City will provide AE with the heritage information link.

2.3.4 Real Estate

The City requested that any alignments and/or proposed solutions avoid residential property impacts to the extent possible.

2.3.5 Orangeville-Brampton Railway Crossing

As part of the extension of Denison Avenue between Park Street and Mill Street, consideration will need to be given to the existing at-grade rail crossing of Denison, just west of Park Street. Realignment (if required) of Denison Avenue will require a relocated at-grade crossing.

Currently the railway has very light use with only approximately two train trips per week.

The City informed the meeting that there have been some discussions with regards to the City acquiring the Orangeville-Brampton Rail line for conversion to a trail, however those discussions are very preliminary, and the study should proceed as though an active rail crossing will be present for the foreseeable future.

AE — AE indicated that the at-grade crossing would be considered during the transportation and traffic analysis and any traffic, safety and/or design requirements for the crossing will be identified.

City — AE inquired whether the City had any board orders for the crossing. The City will investigate and provide any board orders to AE for review and use in the study.

Action By:	Discussion:

AE The Orangeville-Brampton Railway Corporation (OBRC) will be notified of the study as part of the Notice of Commencement mail-out and publication. AE will ensure that OBRC is regularly consulted with as the study and preliminary design progresses.

2.3.6 Railroad Street Closure

The City described traffic back-ups on Railroad Street being a problem whenever a train is crossing the road just west of Mill Street.

The City indicated that they would like AE to include the closure of Railroad Street at Mill Street as a potential alternative for review as part of the transportation/traffic assessment. City staff suggested the closure as an idea that might help facilitate pedestrian and cyclist movements from the south to the existing GO Station north of Railroad Street.

AE AE will review the request and provide a response with regards to scope and feasibility at a transportation/traffic scoping meeting to be scheduled in January 2019.

2.3.7 CADD Deliverables

The City advised AE that they will be moving to full use of the Bentley OpenRoads CADD/design software for all design projects in 2019. The Denison Avenue project can still be delivered using InRoads per the requirements in the RFP.

The City also advised AE that they are currently using the Bentley ProjectWise software for file sharing and collaboration on study/design projects. Again, it is left to AE's discretion on whether or not to utilize ProjectWise for the Denison Avenue study. If so the City would coordinate getting AE set up on the City's protocols and hosting.

AE AE will review internally and notify the City as soon as possible on whether they will adopt one or both new software programs for this study.

3 PROJECT COMMUNICATION

3.1 NOTICE OF STUDY COMMENCEMENT

AE anticipates the Notice of Study Commencement will be ready for publication in early January 2019. A Project Information Form will be submitted to the MECP in accordance with the streamlined EA guidelines (May 2018) with the Notice of Commencement attached.

3.2 COMMUNICATION AND ISSUES MANAGEMENT PLAN

AE will prepare a Communications and Issues Management Plan as part of the study for the City's review and approval. AE anticipates having the draft plan prepared by early January 2019. The Communication and Issues Management Plan will outline a framework for consultations with the public, review agencies and stakeholders throughout the course of the study ensuring that the study process and study objectives are met and that any issues and/or concerns are properly noted, catalogued for inclusion in the study report and dealt with appropriately.

Action By: **Discussion:**

3.3 INDIGENOUS CONSULTATION

AE will use ATRIS to develop a preliminary list of Indigenous communities that the study will need to contact. This list will be verified with the MECP as part of the study initiation process with MECP.

3.4 TECHNICAL AGENCIES COMMITTEE (TAC)

City The City will provide AE with a list of persons expected to be part of the TAC for this study.

AE anticipates one meeting in August 2019 with the TAC prior to the PIC tentatively scheduled for September 2019.

3.5 STAKEHOLDER GROUP

AE Upon receiving City's list of stakeholders, AE will coordinate with MECP to complete the list of stakeholders required for this project.

AE anticipates one meeting with the Stakeholder Group prior to PIC in August 2019.

3.6 PROJECT TEAM MEETINGS

Project Team meetings will form the core method for the communication of study progress, findings and recommendations. AE anticipates that the first Project Team meeting will be scheduled for March 2019 to review the findings of the Transportation/Traffic Study and to review and discuss the proposed Problem Statement.

After this, Project Team meetings will be regularly scheduled up to the conclusion of the study.

4 DISCUSSION

4.1 UPDATED SCHEDULE

AE reviewed an updated schedule outline with the meeting. It was as follows;

- Notice of Commencement – early January, 2019
- Draft Transportation Study – mid-February, 2019
- Problem Statement – mid-March, 2019
- Project Team Meeting #1 – late March, 2019
- Stakeholder Group Meeting – June 2019
- Public Information Centre – September 2019
- Draft Environmental Project Report – October 2019
- Final EPR and Notice of Study Completion – December 2019

AE provided the City with an updated project schedule prior to the meeting for review and approval.

4.2 TRANSPORTATION STUDY TASKS

4.2.1 Updated Active Transportation Plan

AE City mentioned that an updated Active Transportation Plan will be coming out in early 2019. The City believes that active transportation concerns in the area will be a key factor in the success of any

Action By: **Discussion:**

solution and asked that AE consider the latest ATP recommendations in the study and preliminary design.

4.2.2 Transportation/Traffic Study Tasks

AE reviewed with the meeting a summary of upcoming tasks related to the Transportation and Traffic Study:

AE

- Review background information (traffic and collision data, EMME model output, railway info, etc.)
- Confirm methodology with Brampton transportation staff
- Collect turning movement counts
- Field review
- Determine multimodal LOS (existing vs. proposed options)
- Determine traffic/safety impacts (existing vs. proposed options
- Prepare Transportation Report

4.2.3 Traffic Turning Movement Counts

AE discussed with the City the optimum timing for obtaining traffic counts. There is some concern that counts taken in January/February may not provide an accurate reflection of pedestrian activity because of the cold weather. However, delaying the counts would impact the study schedule.

AE asked whether the City had any historical pedestrian counts that could be utilized or adjustment factors that could be applied to counts taken in winter.

The City indicated that they do have TMC for some of the intersections in the project area which they will forward to AE for use and reference in the study. There is no adjustment factor.

AE It was agreed that ideally traffic counts would be done in the second week of January 2019, weather permitting. Should there be inclement weather that would affect traffic those days would be avoided. The City also suggested that the last week of January was typically exam week for schools in the area and should be avoided as well as student pedestrian counts would be depressed during this time as well.

4.2.4 EMME/2 Modeling

In the RFP it was identified that the Consultant (AE) would be responsible for EMME/2 model updates and data extraction for this study.

The City indicated however that the GTA model currently being used is relatively new and complex. As such the City would be amenable to handling the EMME/2 work in-house, provided AE revises their scope of work to reflect this change.

City/AE It was agreed that the City would provide AE with EMME/2 results and outputs (including traffic forecast of 2031 and 2041) for the study area and AE will review the available data.

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Action By:	Discussion:
	AE intends the EMME/2 data for use with Synchro or other micro-simulation traffic software to provide more localized analysis and results versus the EMME models broader (macro) level analysis.
AE	Subsequent to a review of the EMME data provided by the City and an internal discussion, AE will schedule a meeting with City staff to review the scope of work and approach for the transportation and traffic reporting going forward.
	4.3 OTHER
	4.3.1 Data Requirements
City	AE provided a list of data requirements to the City prior to the meeting which the City indicated it will follow up on. There were also many additional data requests made during the course of this meeting's discussions that the City will follow up on.

Minutes prepared by,
Associated Engineering (Ontario) Limited

Marko Paranosic

Marko Paranosic, P.Eng. PE
Project Manager, Infrastructure

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Date:	February 6, 2019	**File:**	20185301.PM.04.01
Time:	2:00PM	**Page:**	1 of 3
Project:	Denison Avenue Extension Class EA Study		
Subject:	Project Initiation Meeting – City of Brampton		
Client:	City of Brampton (City)		
Location:	City of Brampton - Williams Parkway Operations Centre, Bdrm WPOC Admin-2A		

Present:		
Marko Paranosic	AE – Project Manager	MP
Jeff Suggett	AE – Traffic Lead	JS
Haytham Sadeq	AE – Traffic Engineer	HS
Soheil Nejatian	City – Project Manager	SN
Mario Goolsarran	City – Infrastructure Planning	MG
Linda Wu	City – Transportation Planner	LW

Distribution: Those Present

RECORD OF MEETING

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Action By:	**Discussion:**
	1 INTRODUCTION
INFO	Meeting attendees introduced themselves.
	2 MEETING OVERVIEW
INFO	This meeting was in follow-up to the City's response (Feb 4, 2019) to AE's proposed methodology and revised scope of work submission (Jan 29, 2019) and intended to review data requirements and discuss any outstanding methodology questions or concerns in advance of AE proceeding with the traffic analysis work for the Denison Avenue Extension study.
	3 EMME OUTPUTS
	EMME outputs will be provided by the City in pdf format (not excel) for years 2011, 2031 and 2041, AM/PM peaks. 2021 outputs will not be provided. 2021 is no longer considered a horizon year for modeling. EMME outputs will include link volumes but not turning movement volumes at intersections.
AE	AE was asked to provide the City with an email request detailing the exact outputs required. The email request can be directed to LW, but with copy to SN. AE asked if Park Street and/or Mill Street were coded in the current model. The City said they were not.
City/AE	AE asked if the development at 45 Railroad Street had been incorporated into the current model for trip generation. The City will confirm whether it has or not. If it has not then AE will be required to account for additional trip generations in the Synchro model for the area.

Action By: **Discussion:**

The City will provide AE with transit ridership data from the base model for public transportation consideration.

4 TRAFFIC VOLUMES AND GROWTH RATES

Area Turning Movement Counts have already been conducted.

AE will review the EMME model and outputs to estimate the annual growth rates on major links in the area and use that annual growth rate for application to the 2019 turning movement counts at area intersections that was obtained recently.

Discussion regarding use of EMME model growth rates. It is possible that the 20-year separation for the two output years (2011 and 2031) would not provide ideal growth curves when extrapolated between data for the two years.

AE/City AE will compare actual 2019 traffic count data received from sub-consultant to the 2019 traffic volumes that would be predicted using the 2011-2031 growth rates. If the 2019 data sets differ significantly a follow-up discussion will be had with the City regarding adjusting the growth rates for use with the Synchro model based on actual 2011-2019 growth rates.

Data will also be compared to 2015 traffic count data used in the 45 Railroad Street development TIS.

5 TRAFFIC ANALYSIS

AE intends to do all traffic analysis for the local network using Synchro.

The updated network with 2019 as a base year will be sent to the City before proceeding to analysis of the future horizon years.

AE intends that trips will be manually distributed through the local network for scenarios wherein Denison Avenue is extended and area trips re-assigned to Denison Avenue.

AE City asked that when presenting traffic data AE will need to look at existing conditions and ensure that the Do-Nothing scenario is captured for any reporting as a point of comparison.

Heavy truck traffic/movements are considered minimal for this area and heavy traffic percentages will be estimated from the conducted traffic counts 2019

MMLOS Ottawa guidelines for will be used in the analysis.

6 SAFETY ASSESSMENT

JS confirmed that an area safety assessment was done on Monday, February 4, 2019. Of note, intersection of Mill Street/Railroad Street had heavy pedestrian traffic (related to GO Station). JS noted that the condition of the sidewalk in the area should be brought to the attention of City operations.

7 DELIVERABLES

Action By:	Discussion:
	City would prefer a separate stand-alone safety assessment report.
	City would prefer a single report for traffic/transportation assessments of existing and future conditions with suggested improvements.
CITY	City will provide a sample traffic/transportation assessment report to be used as a template for AE's reporting.
	8 OTHER
AE	SN asked if AE could provide a spreadsheet listing deliverables and expected delivery dates for tracking purposes.

Minutes prepared by,
Associated Engineering (Ontario) Limited

Marko Paranosic

Marko Paranosic, P.Eng. PE
Project Manager, Infrastructure

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Date:	July 23, 2019	**File:**	20185301.PM.04.01
Time:	10:30 am	**Page:**	1 of 6
Project:	Denison Avenue Extension Class EA Study		
Subject:	Project Team Meeting 02		
Client:	City of Brampton (City)		
Location:	City of Brampton - Williams Parkway Operations Centre, Bdrm WPOC Admin-2A		

Present:		
	Marko Paranosic	AE – Project Manager
	Jeff Suggett	AE – Traffic Lead
	Soheil Nejatian	City – Project Manager
	Carmen Caruso	City – Planner, Development
	Erin Smith	City – Planner, Heritage
	Lisa Lieu	City – Traffic Modelling Lead
	Bishnu Parajuli	City – Infrastructure Planning
	Mario Goolsarran	City – Infrastructure Planning
	Linda Wu	City – Transportation Planning
	David Monaghan	City – Traffic Planning
	Muhammad Imran	City – Traffic Operations
	Loui Pastor	City – Surveys & Mapping
	Tim Kocialek	City – Engineering
	Brian Lakeman	City – Transportation Planning

Distribution:		
	Those Present	
	Hank Wang	City –Transit Planning
	John Fantin	City – CADD Supervisor
	Henrik Zbogar	City – Transportation Planning
	Cengiz Cakmak	City – Engineering
	Maggie Liu	City – Infrastructure Planning
	Cassandra Jasinksi	City – Planner, Heritage

RECORD OF MEETING

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Action By:	**Discussion:**
	A copy of the presentation made at the Project Team meeting is attached to these minutes for reference.
	1 INTRODUCTION
	Meeting attendees introduced themselves.
INFO	The City of Brampton Project Manager is Soheil Nejatian and the AE Project Manager is Marko Paranosic.
	2 REVIEW OF PROJECT STATUS
	2.1 DESCRIPTION

Action By: **Discussion:**

The City/AE provided an overview of the project scope as was described at the Project Initiation Meeting in December 2018.

The project is a Schedule "B" Municipal Class Environmental Assessment (EA) study for the extension of Denison Avenue, from Park Street to Mill Street. This project is identified in the City of Brampton Transportation Master Plan (2015) as a "short-term" network improvement targeted for implementation by 2021.

Denison Avenue currently terminates at Park Street at the easterly end. It is a 2-lane urban cross-section with 50km/hr posted speed limit and a 23-26m ROW.

2.2 COMMUNICATIONS

AE provided an overview of communications to date, including but not limited to the following;

- Notice of Study Commencement with Project Initiation Letter and Response Form (MECP, stakeholders, residents); and
- First Nations (based on list of First Nations as provided by MECP);

Of the thirty-four letters sent to residents only eight residents responded to the project notice.

2.3 BACKGROUND STUDIES COMPLETED TO DATE

2.3.1 Transportation Analysis Report

AE reviewed the findings of the Transportation Analysis looking at Denison Avenue and the local transportation network.

Summarizing the main points;

- Existing vehicular traffic in the local area is relatively low and not expected to grow significantly despite accounting for future land developments;
- Only one area intersection (Nelson and Mill Street) was identified as having any existing operational problems for vehicular traffic;
- All area links were deficient (LOS F) when the pedestrian level of service (PLOS) was looked at, owing largely to the relative narrowness of the existing sidewalks;
- A traffic analysis was made for the horizon years 2031 and 2041 looking at scenarios with and without a hypothetical Denison Avenue Extension. The Extension provides no significant additional capacity to the local transportation network.

2.3.2 Safety Assessment Report

AE reviewed the findings of the Safety Assessment for the Denison Avenue corridor.

Summarizing the main points;

- There are concerns with the proximity of the proposed 45 Railroad Street development access and the proposed GO Transit parking lot entrance, both onto Park Street and within 30m of the Orangeville-Brampton Rail (OBR) line at-grade crossing of Denison Avenue west of Park Street;

Action By: **Discussion:**

- The existing OBR line at-grade crossing has identifiable deficiencies including, but not limited to, sightlines given the lack of signage, degradation of the existing pavement structure on the approaches, and uneven/broken sidewalks on approach to the crossing;
- Any new crossing of the OBR line must conform to Transport Canada guidelines for 70-110 deg angle.

2.3.3 Stage I Archaeological Assessment

AE reviewed the findings of the Stage I Archaeological Assessment for the study area surrounding the Denison Avenue corridor.

No sites were identified as having significant concerns. A small number of properties were identified as candidates for Stage II investigations should the preferred alternative and design concepts impact them.

2.3.4 Built Cultural Heritage Assessment

AE reviewed the findings of the Built Cultural Heritage Assessment for the study area surrounding the Denison Avenue corridor.

Three area properties were identified as being included in the City's registry for Cultural Heritage Resources and another seven were identified as Properties of Interest.

In addition the 45 Railroad Street façade is being preserved for incorporation into the final building architecture.

2.3.5 Pending Technical Reports/Studies

The following reports are either in progress or have not been started pending decisions with regards to the preferred Design Concept;

- Natural Environment Assessment
- Geotechnical Investigation
- SWM/Drainage Report
- Socio-Economic Report

3 REVIEW OF PROPOSED PROBLEM STATEMENT

The following draft Problem and Opportunity statement was discussed with the Project Team:

"To further explore the recommendation as provided in the City's 2015 Transportation Master Plan to extend Denison Avenue between Park Street and Mill Street with the following goals;

- Improving neighbourhood connectivity and moving people safely and efficiently through the Brampton downtown core, including new active transportation infrastructure;
- Accommodating existing and future area development and changes to land use;
- Meeting area transportation network demands of increasing population and growth; and,
- Improving the existing Denison Avenue at-grade crossing of the Orangeville-Brampton Rail line."

Action By:	Discussion:
AE	AE was asked to amend the Problem Statement to include as one of the goals "the conservation of existing cultural resources in the local area".

4 REVIEW OF ALTERNATIVE SOLUTIONS

The three alternative solutions to address the Problem Statement were reviewed for discussion;

- Alternative #1 – "Do Nothing"
- Alternative #2 – Improvements to Parallel Routes
- Alternative #3 – Extension of Denison Avenue including Active Transportation Improvements

Copies of the Alternatives Solutions matrices were provided for Project Team members to review during the meeting.

There were no comments or concerns regarding the selection of Alternative #3 as the Preferred Solution.

5 REVIEW OF ALTERNATIVE DESIGN CONCEPTS FOR THE PREFERRED SOLUTION

- Option 1 – Extension at South End of 45 Railroad Street
- Option 2 – Extension at South End of 45 Railroad Street with Realignment west of Park Street
- Option 3 – Extension through Middle of 45 Railroad Street
- Option 4 – Extension at South End of 45 Railroad Street with Realignment west of Park Street and Rail Line Conversion to Multi-Use Trail

5.1 TYPICAL CROSS-SECTION FOR DENISON AVENUE EXTENSION

The standard City of Brampton cross-section for a Minor Collector roadway with a 23m ROW was used in the development of all design options. Denison Avenue is designated as a "shared bike facility" in the Active Transportation Plan and as such on-road cycle lanes (1.5m width) have been included in the designs for each Option.

5.2 45 RAILROAD STREET CONDOMINIUMS (BLADE DEVELOPMENT)

As revealed at the Project Initiation Meeting the 45 Railroad Street property is currently being developed with site plans already approved and including a future Denison Avenue extension shown at the south end of the property.

The Options as presented used the future Denison Avenue Extension layout that was provided to AE and assumed to be correct and representative of the latest designs that the site development will be tying into.

City — The City will share all engineering drawings available for AE's use in preliminary design.

5.3 IMPACTS TO 45 MILL STREET AND 34 PARK STREET

45 Mill Street is shown as a displacement in Options #1, #2 and #4 based on the current Blade Development road alignment and a standard Minor Collector roadway cross-section.

Action By:	Discussion:
	34 Park Street is shown as having direct property impacts in Options #1, #2 and #4 based on the current Blade Development road alignment and a standard Minor Collector roadway cross-section.
	There is limited opportunity to shift the roadway north to mitigate impacts to 45 Mill Street property due to the design completed/construction in progress and the grade tie-ins and landscaping plans already established and approved.
	There was discussion on whether sidewalk was warranted or needed on both sides of the extension roadway.
City	The City will confirm if the Blade Development will be installing sidewalks on the north side of the future roadway as part of their site development work.
	Based on pedestrian level of service (PLOS) concerns identified in the Transportation Study it was decided that sidewalks should be incorporated into the design on both sides if feasible with the mandated AODA compliant widths.
	Some discussion amongst the Project Team regarding the need for a 23m ROW and whether Denison Avenue (at the connection to Hagger) is in fact a 20m ROW. There was consensus to show the 23m ROW but not to propose any imminent takings based on where the 23m limit lands.
	Sharrow lanes for bikes/cars were ruled out to eliminate the on-road cycle lanes.

5.4 REVISIONS TO THE PROPOSED DENISON AVENUE CROSS-SECTION (FOR OPTIONS #1 , #2 AND #4)

AE will revise the proposed cross-section to include the following;

- Curb-side sidewalk (0.5m offset from back of curb) along the south edge of the new roadway, thereby removing the 3.5m boulevard width
- Consideration of 3.0m wide lanes, thereby saving 1m of roadway (vs. the 3.5m standard lane widths used in the Options)
- 23m ROW width will be shown as per standard requirements, however any property takings to accommodate the 23m ROW will be labeled as “for future consideration” and be noted should any future development applications for properties to the south be brought forward

5.5 MITIGATION FOR GO TRANSIT ENTRANCE - OPTION #1

The Project Team discussed mitigation measures for the proximity of the GO Transit entrance and rear entrance of the Blade Development to the existing OBR at-grade crossing that remains in Option #1.

A stop sign will be installed at the crossing within weeks as part of a Transport Canada board order for the City of Brampton.

AE Signalization of the OBR crossing can be proposed to mitigate the issues with proximity to the accesses. The acceptability of this measure will be confirmed with Transport Canada.

5.6 POTENTIAL PHASING OR AMENDMENTS TO OPTION #4

Action By:	Discussion:
	Discussion regarding showing Option #4 as phases; the extension at the south end of the 45 Railroad Street property (short term) and the realignment west of Park Street (long term).
	Members of the team had reservations about showing stakeholders and/or the public Option #4 because there is no timeline of when, if ever, the rail line might be converted to a multi-use trail.
	Members of the team asked if Option #4 could be shown without the multi-use trail and a new crossing of the rail line, but understanding that the crossing is not compliant with Transport Canada requirements regarding acceptable skew angles.
	AE suggested that a meeting with Transport Canada and OBRAG be arranged to determine if both parties might be amenable to a design exception for the crossing skew angle at this location given the low vehicular and rail traffic numbers.
AE	AE will attempt to set up the meeting however the City did not want the timing of the meeting to disrupt the schedule going forward.

5.7 PREFERRED DESIGN CONCEPT FOR THE DENISON AVENUE EXTENSION

The Project Team decided to proceed with the following;

- Option #1 be shown as the preferred design concept for the extension; and,
- That Option #4 be amended to not show the multi-use trail but show the non-compliant at-grade rail crossing.

6 NEXT STEPS

AE/City

- AE will attempt to convene a meeting with Transport Canada and OBRAG for August 2019
- A Technical Advisory Committee (TAC) meeting will be held at the city the last week of August 2019
- A Stakeholders Group (SHG) meeting will be held in early to mid-September 2019
- A Public Information Centre to be held after the TAC and SHG meetings in mid- to late-September 2019

Minutes prepared by,
Associated Engineering (Ontario) Limited

Marko Paranosic

Marko Paranosic, P.Eng. PE
Project Manager, Infrastructure

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Public Works & Engineering
Capital Works

MEETING AGENDA
Project Team Meeting 02

Environmental Assessment Study for Denison Avenue Extension
From Park Street to Mill Street

Tuesday, July 23, 2019 @ 10:30 AM
Boardroom 2A – 1975 Williams Parkway, City of Brampton

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1. Introductions (10:30AM)

2. Review of Project Status (10:35AM)
   - ✓ Description
   - ✓ Communications; Stakeholders, First Nations, Local Residents
   - ✓ Background Studies completed to date
     - Overview of Transportation Analysis Report
     - Overview of Safety Assessment Report
     - Overview of Archaeology/Built Cultural Heritage Reports

3. Review of Proposed Problem Statement (10:50AM)

4. Review of Alternative Solutions (10:55AM)
   - ✓ Alternative 1 - “Do-Nothing”
   - ✓ Alternative 2 - Improvements to Parallel Routes
   - ✓ Alternative 3 - Extension of Denison Avenue including Active Transportation improvements
   - ✓ Selection of Preferred Solution (Alternative 3)

5. Review of Alternative Design Concepts for Preferred Solution (11:05AM)
   - ✓ Option 1 – Extension at South End of 45 Railroad Street
   - ✓ Option 2 – Extension at South End of 45 Railroad Street with Realignment west of Park Street
   - ✓ Option 3 – Extension through Middle of 45 Railroad Street
   - ✓ Option 4 – Extension at South End of 45 Railroad Street with Realignment west of Park Street and Rail Line Conversion to Multi-Use Trail
   - ✓ Selection of Preferred Design Alternative

6. Next Steps (11:25AM)
   - ✓ Public Meeting
   - ✓ Stakeholder/TACC Meetings
   - ✓ Preliminary Detailed Design

7. Other Items/Discussion (11:30AM)
8. End Meeting (12:00PM)

Associated Engineering

GLOBAL PERSPECTIVE.
LOCAL FOCUS.

Environmental Assessment Study
Denison Avenue Extension, Park St. to Mill St.

City of Brampton

Project Team Meeting No. 2

Tuesday, July 23rd, 2019

CANADA'S BEST MANAGED COMPANIES

Agenda

1. Introductions (10:30AM)
2. Review of Project Status (10:35AM)
   - Description
   - Communications; Stakeholders, First Nations, Local Residents
   - Background Studies completed to date
3. Review of Proposed Problem Statement (10:50AM)
4. Review of Alternative Solutions (10:55AM)
5. Review of Alternative Design Concepts for Preferred Solution (11:05AM)
6. Next Steps (11:25AM)
7. Other Items/Discussion (11:30AM)
8. End Meeting (12:00PM)

1. Review of Project Status

Description

Communications; Stakeholders, First Nations, Local Residents

Background Studies Completed to Date

Description

Background:

- City's 2015 Transportation Master Plan recommended an Extension of Denison from Park Street to Mill Street by 2021
- Denison is existing east-west collector, ROW 23-26m

Scope:

- Schedule "B" Environmental Assessment Study, Phase I - II
- Detailed Transportation/Traffic Analysis to support improvements
- Background Technical Studies to support EA process
- Preliminary Design (30%)

Associated Engineering

Transportation Master Plan

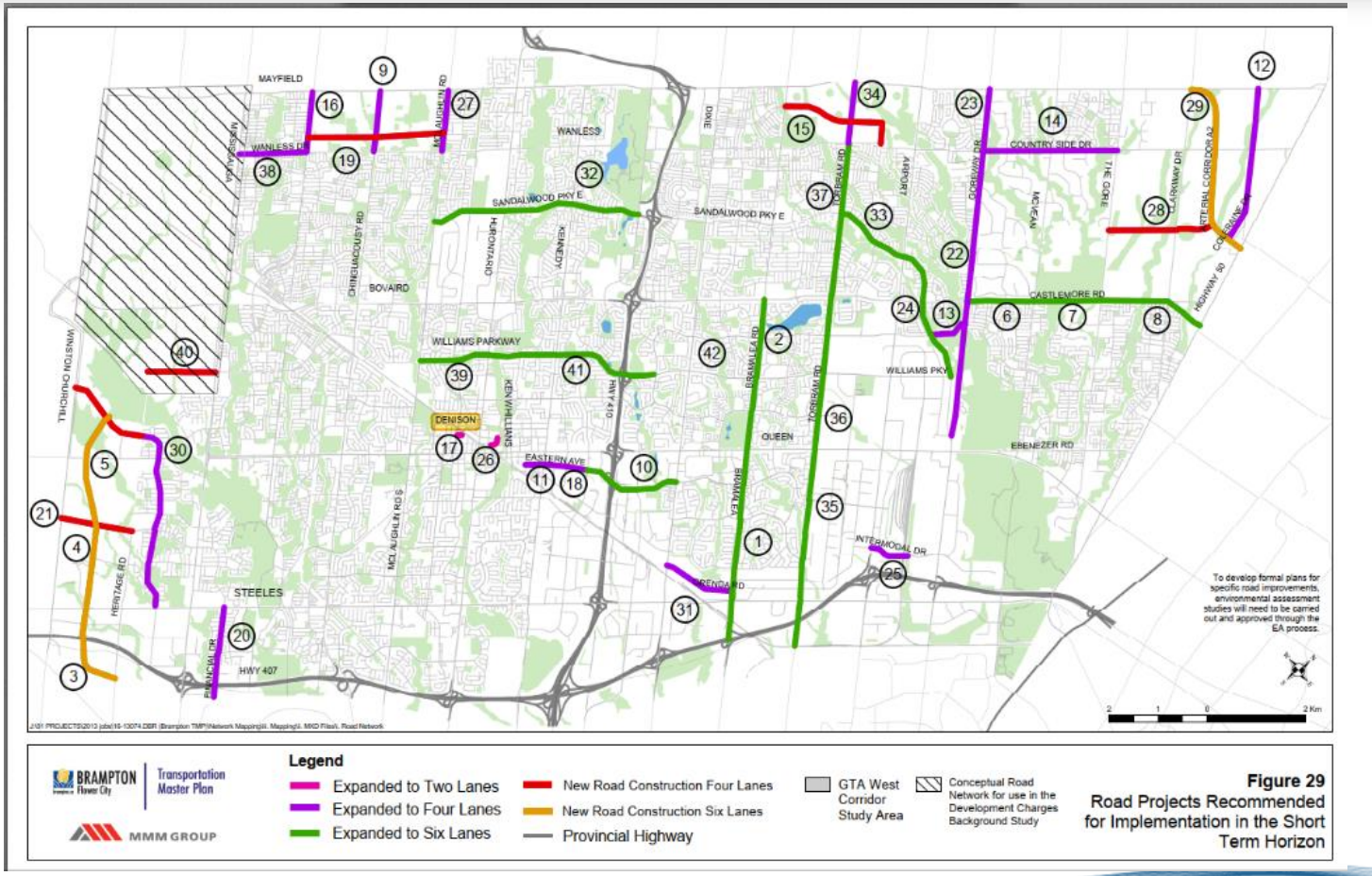
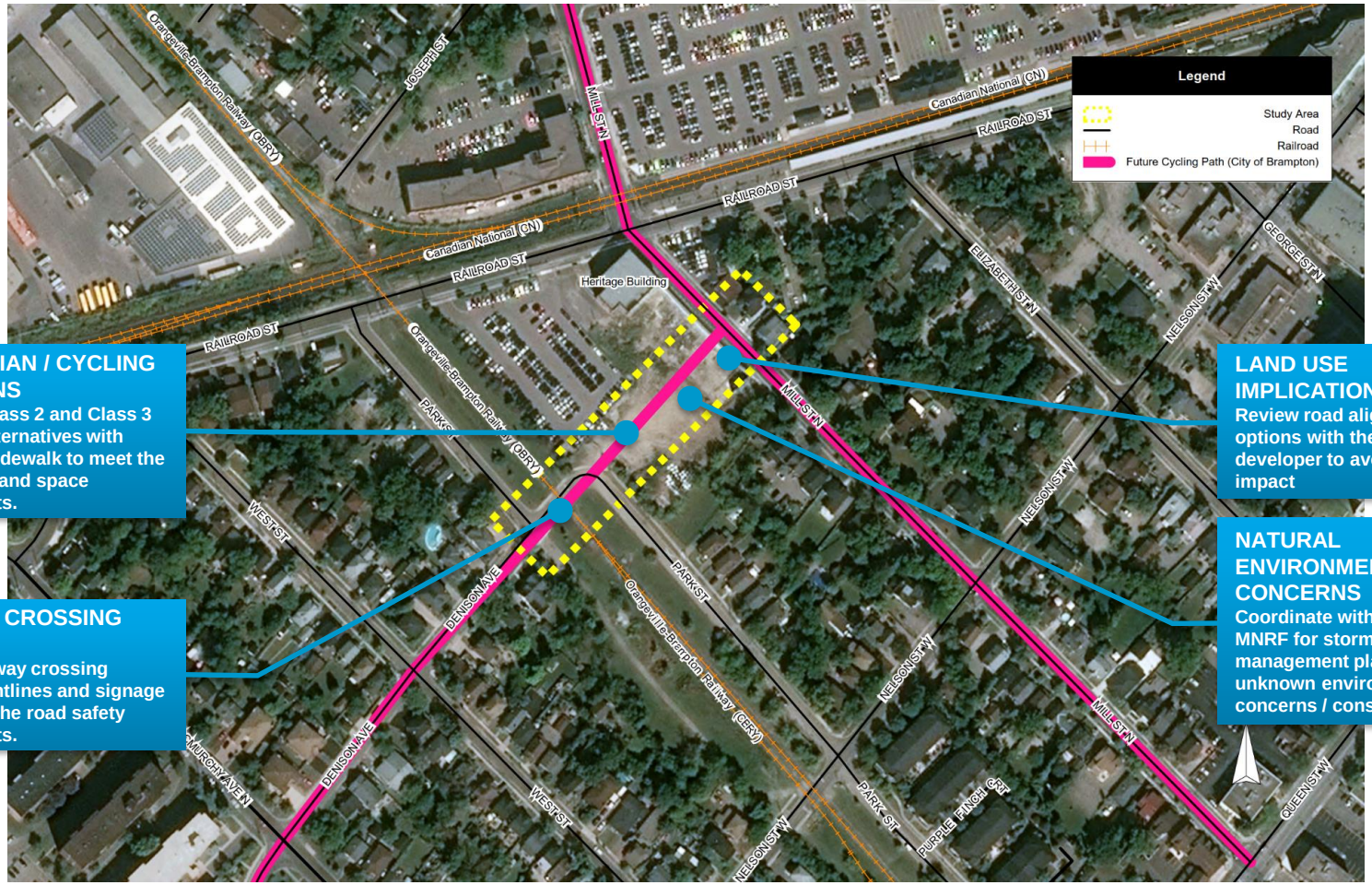


Figure 29
Road Projects Recommended for Implementation in the Short Term Horizon

Associated Engineering

Key Considerations (from Project Initiation Meeting)

Brampton



PEDESTRIAN / CYCLING CONCERNS
Consider Class 2 and Class 3 bike lane alternatives with proposed sidewalk to meet the road safety and space requirements.

RAILWAY CROSSING IMPACTS
Review railway crossing grades, sightlines and signage to meeting the road safety requirements.

LAND USE IMPLICATIONS
Review road alignment options with the City and the developer to avoid land use impact

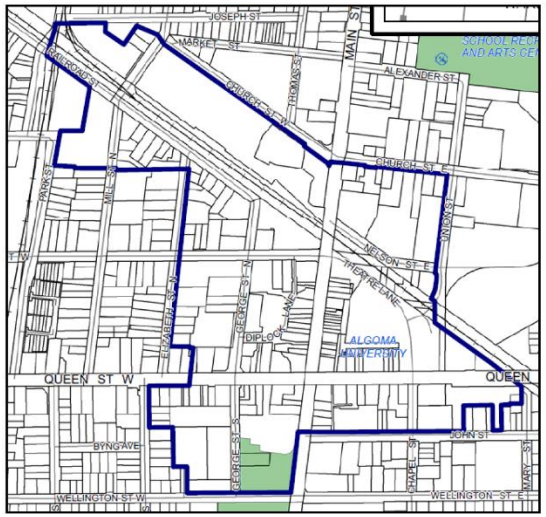
NATURAL ENVIRONMENT CONCERNS
Coordinate with TRCA and MNRF for stormwater management plan and any unknown environmental concerns / considerations

Associated Engineering

Land Uses

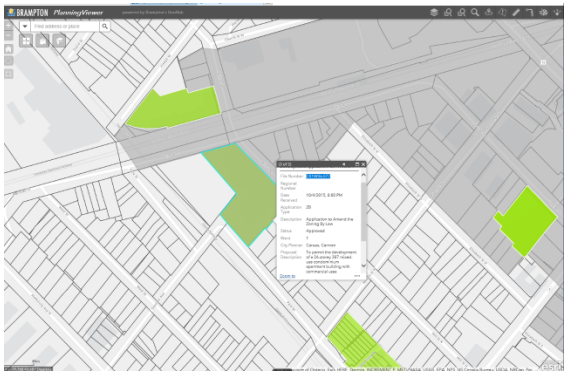
City of Brampton Initiated Official Plan Amendment

- **South of Church St. & Joseph St., East of Union St., North of John St. & Wellington St. W, West of Elizabeth St. & Park St.**
- **To rezone an area within the Downtown Brampton Secondary Plan (Area 7) to permit a University use.**



Application to Amend Zoning By-Law (Approved) - 2015

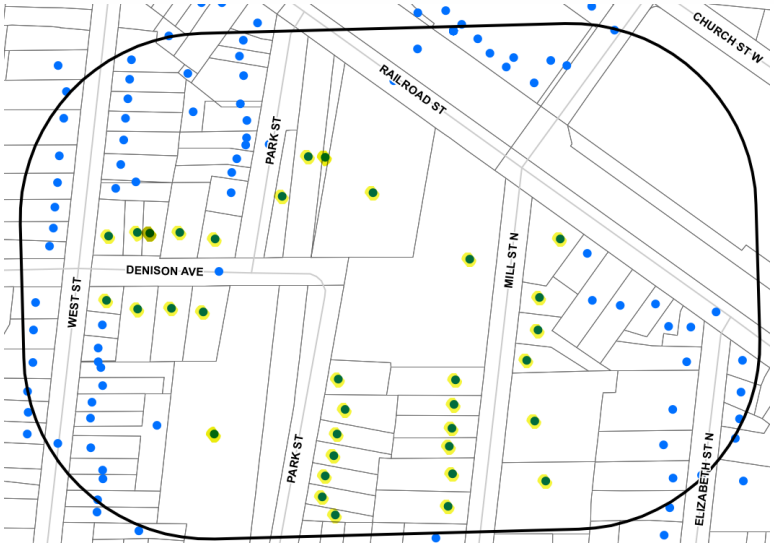
- **Development of 26-Storey 387 mixed-use condominium apartment building with commercial uses**



Associated Engineering

Communications, Stakeholders, First Nations and Local Residents

- Notices of Study Commencement & Initiation Letters sent out in late January 2019 with Response Forms
- Stakeholders included;
  - Utilities
  - Provincial Agencies (GO Transit, MNRF, MECP, etc.);
  - Transport Canada;
  - Peel Region, TRCA; and,
  - Orangeville-Brampton Rail Access Group (OBRAG)



- Local Residents, Area Businesses
- Project Information Form submitted with Notice of Commencement to MECP per new EA process
- First Nations contact list confirmed by MECP for list of Indigenous groups potentially impacted
- Modest Response from Residents, Stakeholders

Associated Engineering

Background Studies Completed to Date

Completed:

- Transportation Study
- Safety Review
- Stage I Archaeological Assessment
- Built-Cultural Heritage Assessment

Pending/In-Progress:

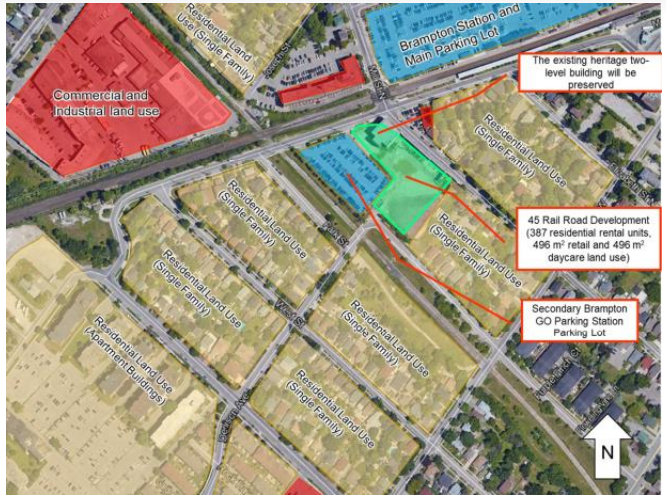
- Natural Environment Assessment
- Geotechnical Investigation
- SWM/Drainage Report
- Socio-Economic Report

Associated Engineering

Background Studies – Transportation Study

Highlights

- City's EMME data in conjunction with January 2019 traffic turning movement counts;
- 2031 & 2041 Horizon Years;
- Captured 45 Railroad Street development and other future land use changes;
- MMLOS, PLOS, ALOS and BLOS analysis done for existing and future conditions;
- Existing and Future PLOS = F for all segments looked at;



Associated Engineering

Background Studies – Transportation Study

Highlights

Table 5-1: Summary MMLOS Analysis Results for the Study Intersections

#	Intersection	Existing Conditions			Future Conditions 2031 (without Denison Ave Ext)			Future Conditions 2031 (with Denison Ave Ext)			Future Conditions 2041 (without Denison Ave Ext)			Future Conditions 2041 (with Denison Ave Ext)		
		ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS
1	West Street @ Denison Avenue	A/A	B	B	A/A	B	B	A/A	B	B	A/A	B	B	A/A	B	B
2	Park Street @ Denison Avenue	A/A	B	B	A/A	B	B	A/A	B	B	A/A	B	B	A/A	B	B
3	Park Street @ Nelson Street W	A/A	B	B	A/A	B	B	A/A	B	B	C/A	B	B	A/A	B	B
4	Mill Street N @ Nelson Street W	B/B	B	B	E/D	B	B	C/D	B	B	F/F	B	B	F/F	B	B
5	Mill Street N @ Railroad Street	A/A	B	B	D/A	B	B	D/A	B	B	F/E	B	B	F/E	B	B
6	Denison Avenue @ Park Street	N/A	N/A	N/A	N/A	N/A	N/A	A/A	B	B	N/A	N/A	N/A	A/A	B	B
7	Denison Avenue @ Mill Street	N/A	N/A	N/A	N/A	N/A	N/A	A/A	B	B	N/A	N/A	N/A	A/A	B	B

Associated Engineering

Background Studies – Transportation Study

Highlights

Table 5-2: Summary MMLOS Analysis Results for the Study Segments

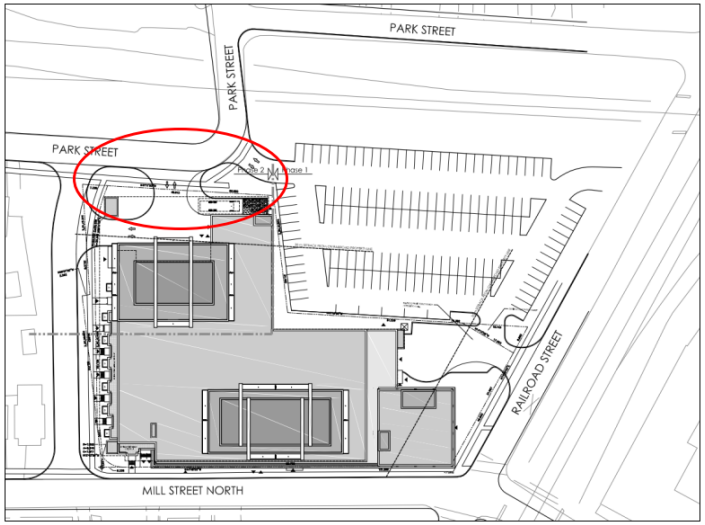
Road Name	Existing Conditions			Future Conditions 2031 (without Denison Ave Ext)			Future Conditions 2031 (with Denison Ave Ext)			Future Conditions 2041 (without Denison Ave Ext)			Future Conditions 2041 (with Denison Ave Ext)		
	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS
Denison Avenue	A/A	B	F	A/A	B	F	A/A	B	F	A/A	B	F	B/A	B	F
Park Street	B/B	B	F	C/C	B	F	C/C	B	F	F/D	B	F	C/C	B	F
Railroad Street	C/C	B	F	F/F	B	F	F/F	B	F	F/F	B	F	F/F	B	F
Mill Street	B/B	B	F	D/D	B	F	C/C	B	F	F/F	B	F	F/F	B	F
West Street	A/A	B	F	A/A	B	F	A/A	B	F	A/A	B	F	A/A	B	F
Nelson Street	B/B	B	F	F/E	B	F	D/D	B	F	F/F	B	F	F/F	B	F

Associated Engineering

Background Studies – Safety Review

Highlights

- Field Review done in February 2019;
- Concerns with existing sidewalk widths and conditions in study area;
- Proposed 45 Railroad Street Development and GO Transit parking lot access onto Park Street
- Condition of existing at-grade OBR line crossing of Denison Avenue (location, skew, approaches, proximity to accesses);

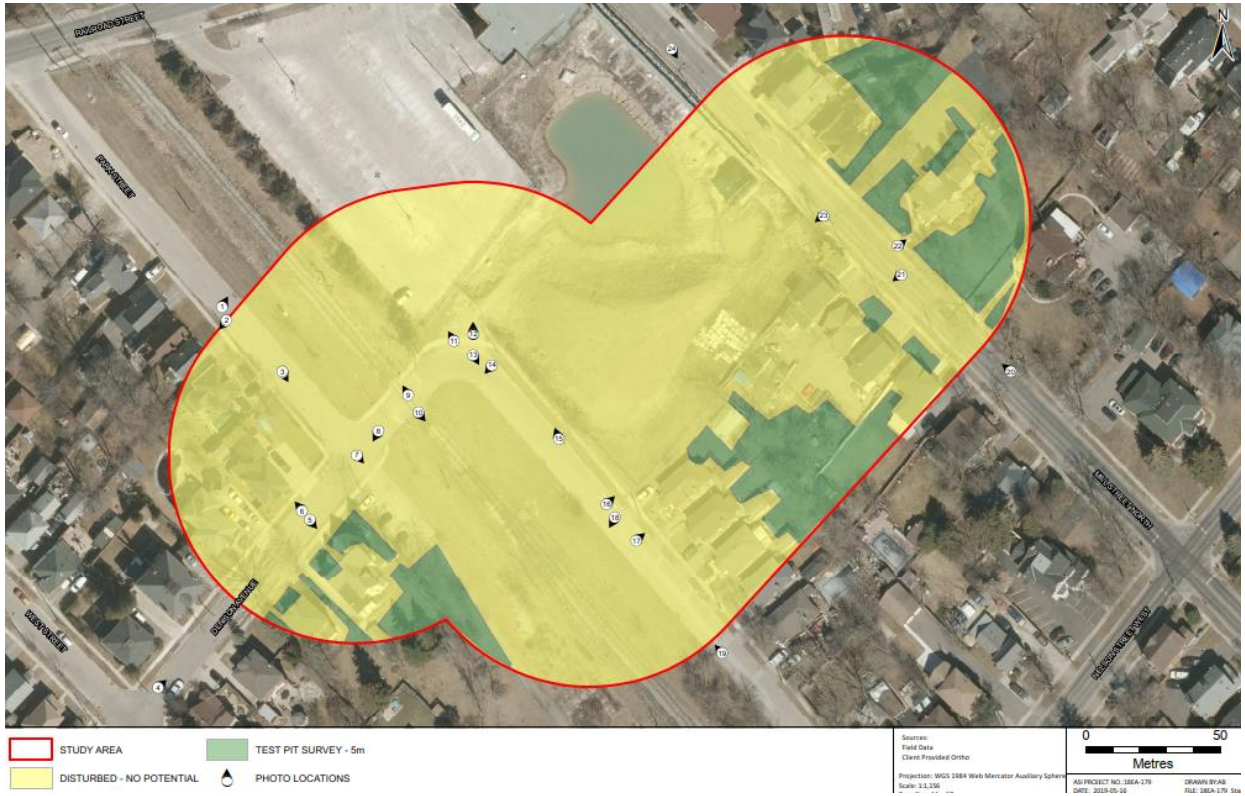


Associated Engineering

Background Studies – Archaeological Assessment

Highlights

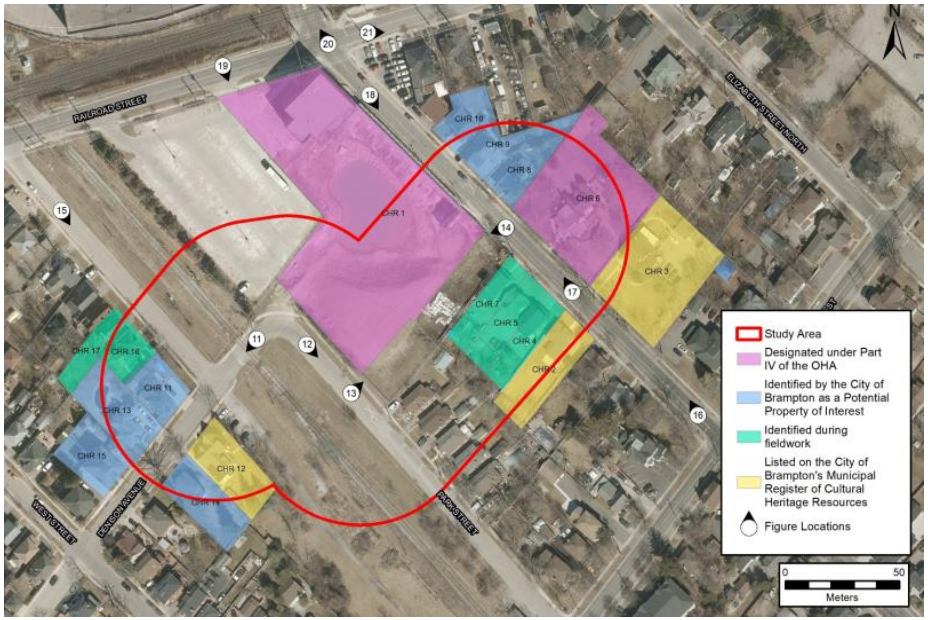
- Majority of sites within study area – no potential impact
- Some would require additional (Stage II) assessment depending on preferred alternative



Background Studies – Built Cultural Heritage

Highlights

- 3 area properties identified as being on City's registry for Cultural Heritage Resources
- 7 area properties identified as properties of interest
- 45 Railroad Street façade along Mill Street being preserved currently



Associated Engineering

2. Review of Problem/Opportunity Statement

Problem & Opportunity Statement

Proposed Problem and Opportunity Statement :

"To further explore the recommendation as provided in the City's 2015 Transportation Master Plan to extend Denison Avenue between Park Street and Mill Street with the following goals;

- **Improving neighbourhood connectivity and moving people safely and efficiently through the Brampton downtown core, including new active transportation infrastructure;**
- **Accommodating existing and future area development and changes to land use;**
- **Meeting area transportation network demands of increasing population and growth; and,**
- **Improving the existing Denison Avenue at-grade crossing of the Orangeville-Brampton Rail line."**

Associated Engineering

3. Review of Alternative Solutions

Alternative #1 – “Do Nothing”

Alternative #2 – Improvements to Parallel Routes

Alternative #3 – Extension of Denison Avenue Including Active Transportation Improvements

Review of Alternative Solutions

Alternative #1 – "Do-Nothing"

- Maintain Denison Avenue/Park Street/Mill Street configuration with no improvements other than regular maintenance

Alternative #2 – Improve Parallel Routes

- Add capacity to adjacent parallel roads such as Railroad Street and/or Nelson Street

Alternative #3 – Extension of Denison Avenue Including Active Transportation Improvements

- Construct an extension of Denison Avenue between Park Street and Mill Street with active transportation infrastructure (multi-use trail, cycle lanes, sidewalks) to support pedestrian and cyclist modes of transportation

Review of Alternative Solutions

Alternative #3 – Extension of Denison Avenue Including Active Transportation Improvements

- **Preferred Solution**

Alternative #1	Alternative #2	Alternative #3
"Do-Nothing"	Improve Parallel Routes	Extension of Denison Avenue Roadway including Active Transportation Improvements
Maintain Denison Avenue/Park Street/Mill Street with no improvements other than regular maintenance	Add capacity to adjacent parallel roads (Railroad Street, Nelson Street)	Construction of an extension of Denison Avenue between Park Street and Mill Street and active transportation infrastructure to support pedestrian and cyclist modes of transportation.
Not Preferred	Not Preferred	Preferred
• Eliminated from further consideration • Is not consistent with recommendations in the City of Brampton's Master Transportation Plan and goal of improving neighbourhood connections, active transportation facilities and connections to local transit infrastructure	• Eliminated from further consideration • Is not consistent with recommendations in the City of Brampton's Master Transportation Plan and goal of improving neighbourhood connections, active transportation facilities and connections to local transit infrastructure	• Recommended as a Preferred Solution • Complies with aspects of the City's Master Transportation Plan and goal of improving neighbourhood connections, active transportation facilities and additional local network transportation capacity

4. Review of Alternative Design Concepts for Extension of Denison Avenue

Option # 1 – Extension at South End of 45 Railroad Street Development

Option #2 – Extension at South End of 45 Railroad Street with Realignment West of Park Street

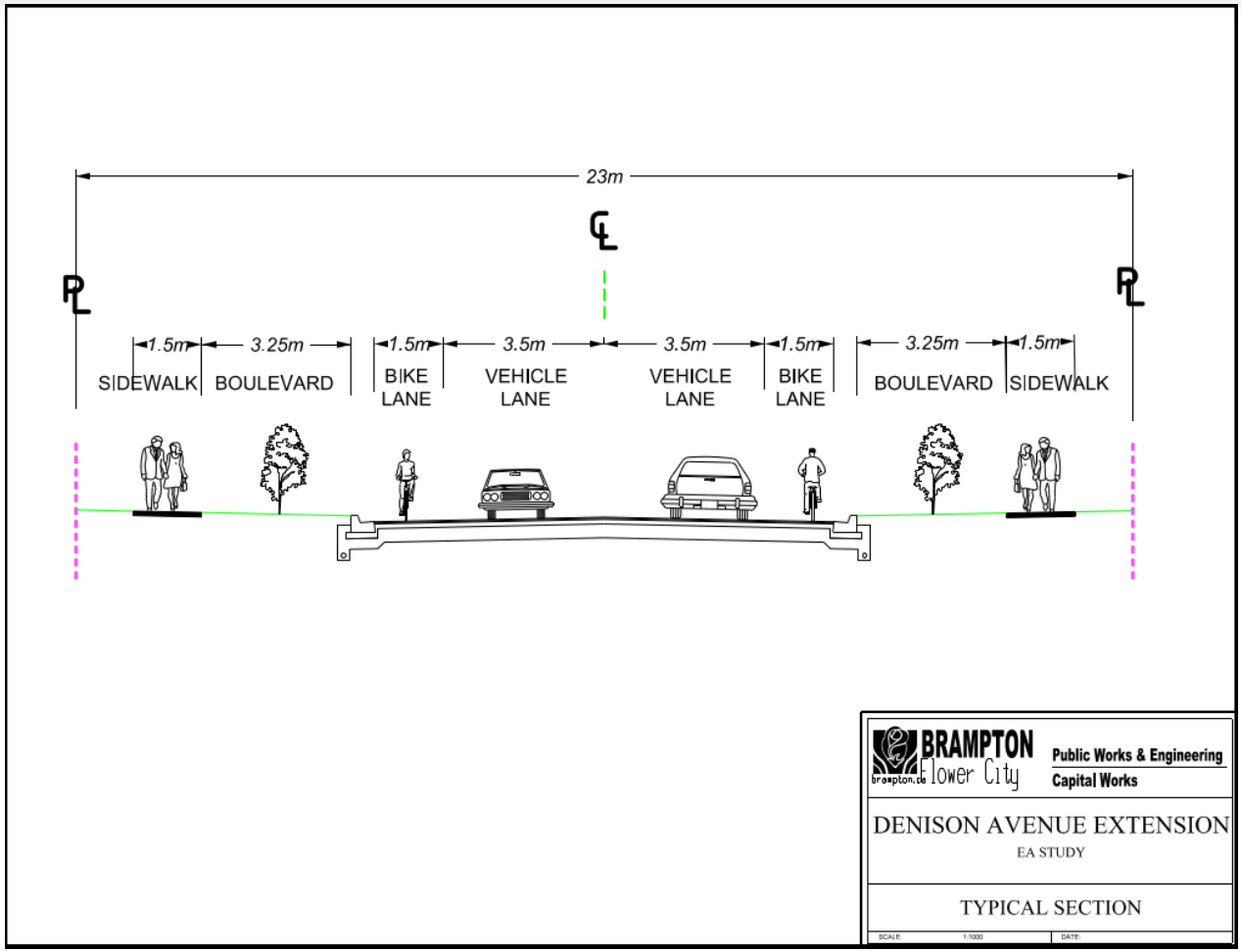
Option #3 – Extension through Middle of 45 Railroad Street property

Option #4 – Extension at South End of 45 Railroad Street with Realignment West of Park Street and OBR Line Conversion to Multi-Use Trail

Alternative Design Concepts - Typical Section

Key Features

- 23m ROW
- Meets City of Brampton guidelines for a Minor Collector Roadway

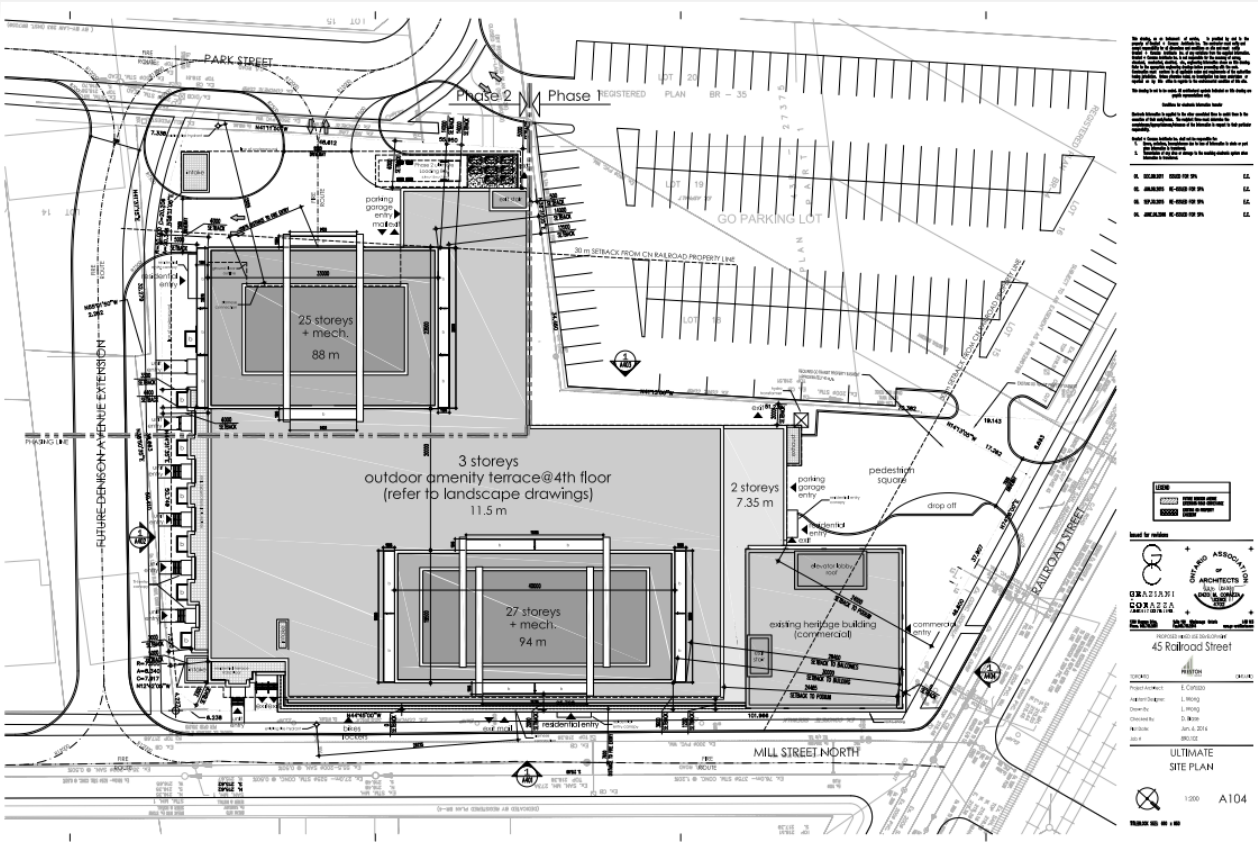


Associated Engineering

Alternative Design Concepts - 45 Railroad Street

Key Features

- Future Denison Avenue Extension Alignment shown as approved
- Located at south end of the 45 Railroad Street development, discontinuous from Denison Avenue west of Park Street
- Does not account for 23m ROW requirements nor sidewalk
- Proposed accesses onto Park Street are safety concerns

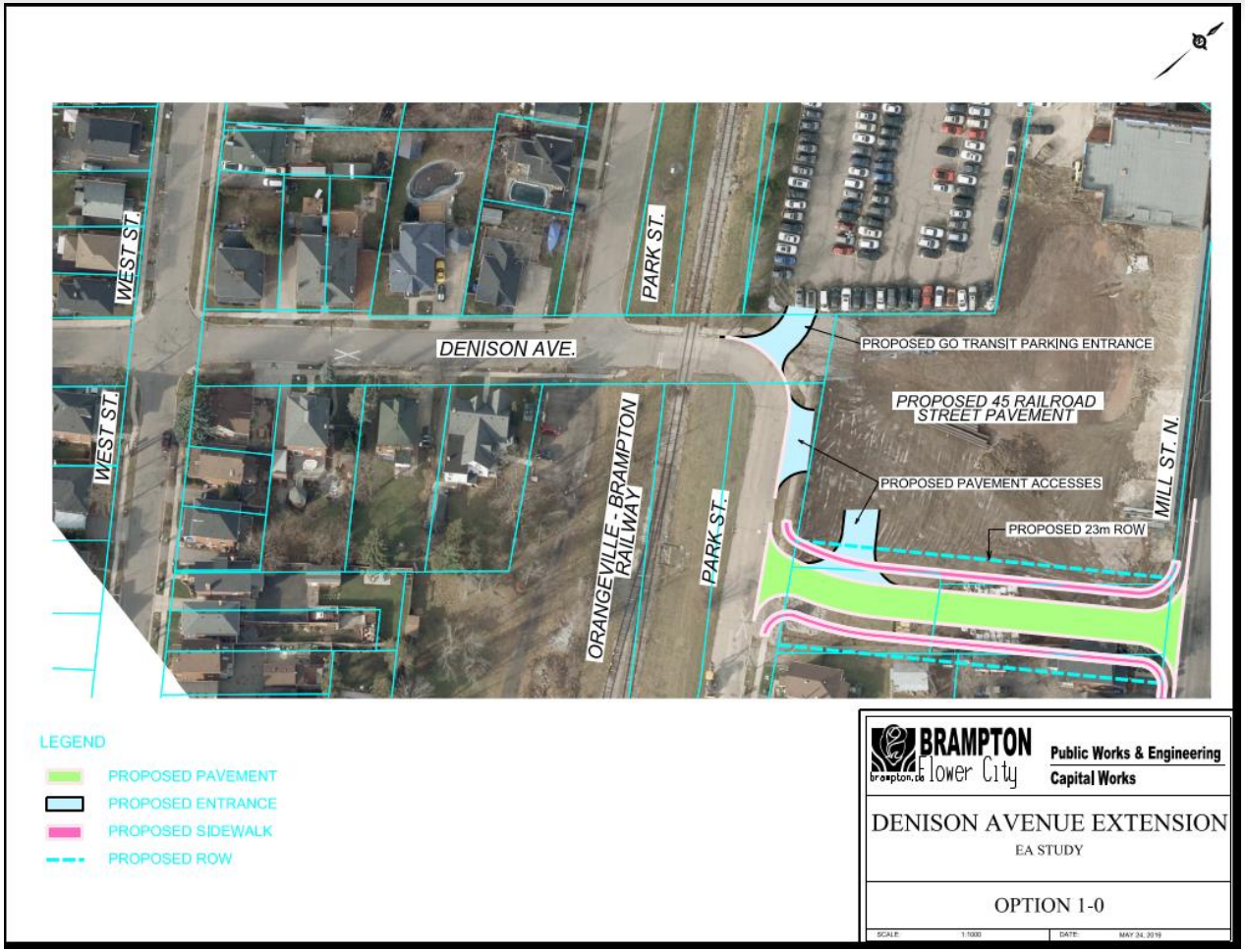


Associated Engineering

Alternative Design Concepts - Option #1

Key Features

- Utilizes proposed (approved) extension of Denison Avenue at south end of 45 Railroad Street;
- Impacts to 34 Park Street and 45 Mill Street;
- Concerns about accesses onto Park Street, existing Denison to Park curve, remain

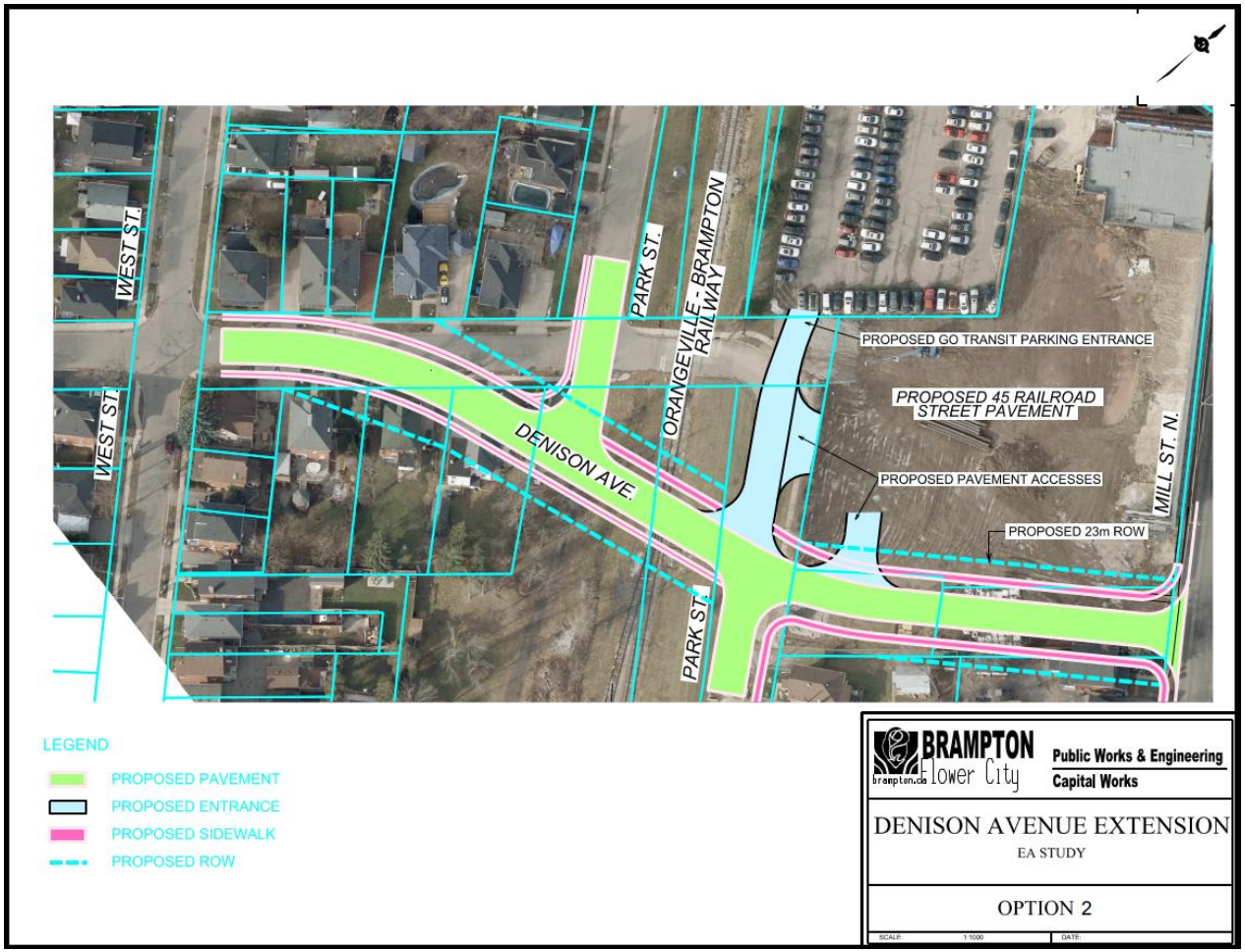


Associated Engineering

Alternative Design Concepts - Option #2

Key Features

- Utilizes proposed (approved) extension of Denison Avenue at south end of 45 Railroad Street;
- Realigns Denison west of Park for better flow;
- Realignment over OBR line restricted to 70-110 deg angle (Transport Canada)
- Displaces 4 homes, some identified as cultural heritage considerations

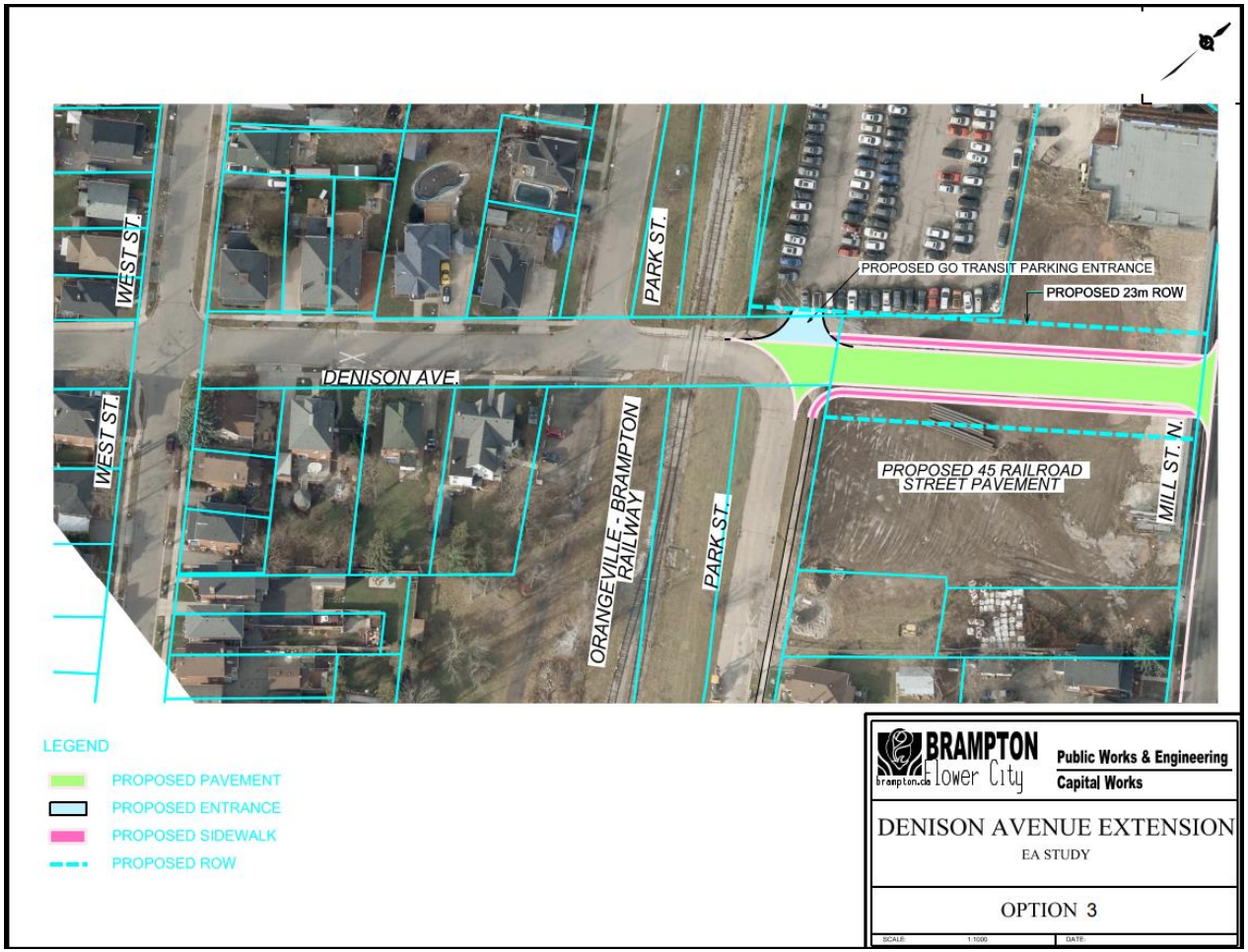


Associated Engineering

Alternative Design Concepts - Option #3

Key Features

- Provides a more “typical” extension alignment
- Major impact to proposed 45 Railroad Street Development

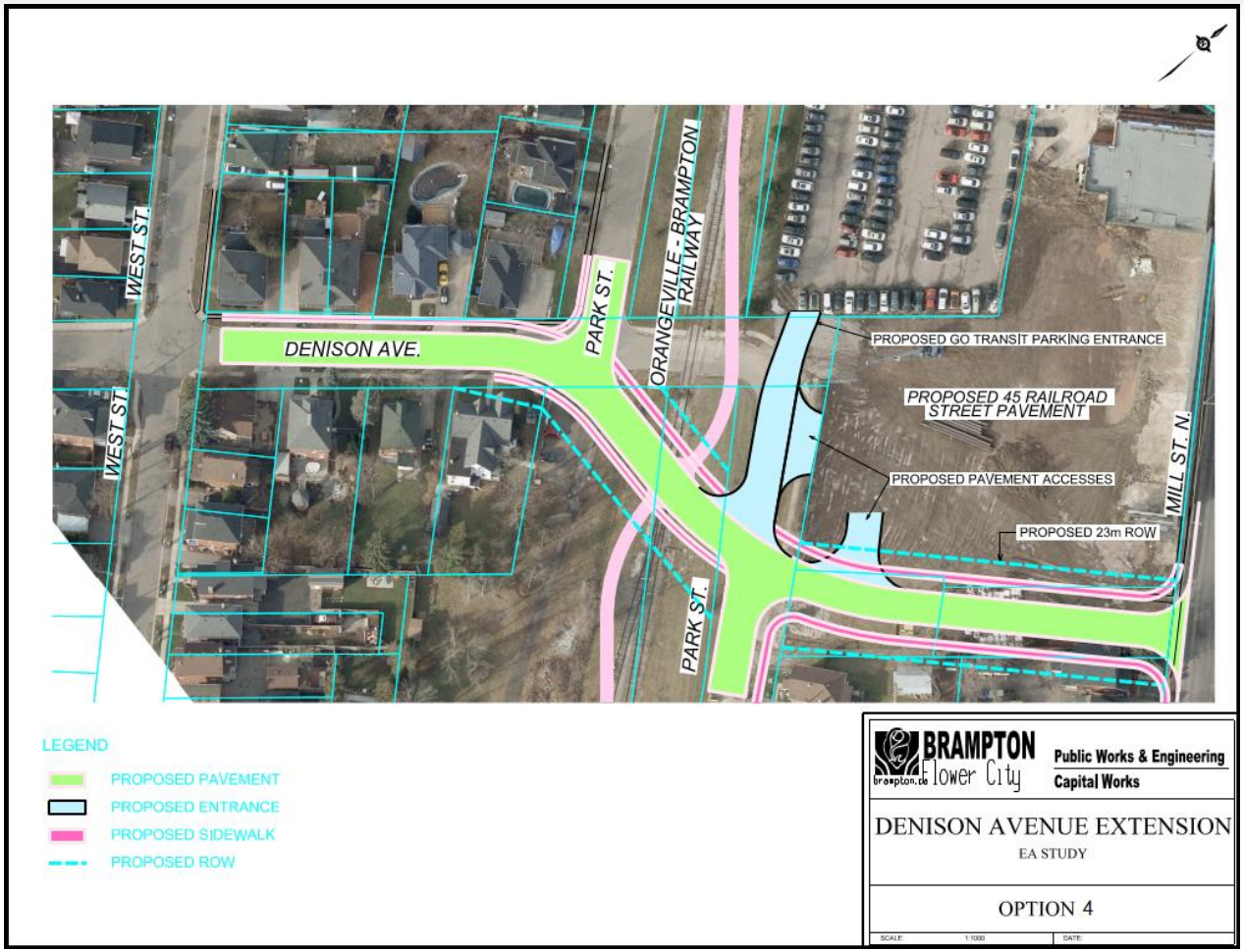


Associated Engineering

Alternative Design Concepts - Option #4

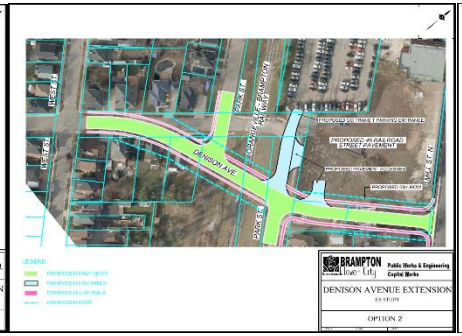
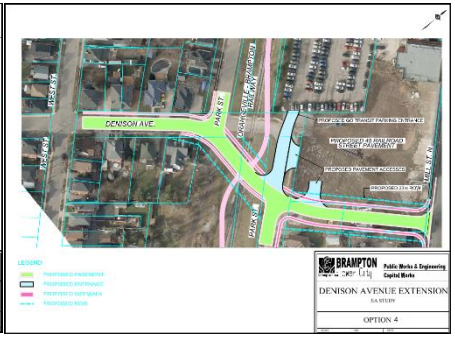
Key Features

- Utilizes proposed (approved) extension of Denison Avenue at south end of 45 Railroad Street;
- Realigns Denison west of Park for better flow;
- Assumes future conversion of OBR line to multi-use trail thereby eliminating skew angle restrictions in Option #2



Associated Engineering

Review of Alternatives Design Concepts

Option #1	Option #2	Option #3	Option #4
Realignment at South End of 45 Railroad Street Property	**Realignment West of Park, Across OBG Rail Line**	**Extension of Denison straight through 45 Railroad St. Property**	**Realignment West of Park, Across OBG Rail Line Converted to MUP (Subject to Future Rail Use)**
Preferred (Interim Solution)	**Not Preferred**	**Not Preferred**	**Most Preferred (Ultimate Solution)**
• Option #1 provides an improvement on neighbourhood connectivity, active transportation facilities and access while avoiding major impacts to existing residential properties and/or proposed developments. However, concerns with the Denison alignment west of Park Street are not addressed and improve	• Option #2 provides improvement on neighbourhood connectivity, active transportation facility and access. However, the identified impacts to existing residential properties and the Orangeville-Brampton rail line at-grade crossing are significant and a significant cost. As such, this option is not preferred.	• Option #3 provides improvement on neighbourhood connectivity, active transportation facility and access. Option #4 also represents the ideal alignment for the Denison Avenue Extension. However, the identified impact to the proposed 45 Railroad Street development would be significant and require a complete redesign of that project at significant expense.	• Option #4 provides improvement on neighbourhood connectivity, active transportation facilities and access. The realignment of Denison Avenue west of Park Street would meet minimum design criteria while avoiding residential property impacts and not affecting the 45 Railroad Street development. This option is most preferred. Subject to…
			

Associated Engineering

5. Next Steps

Public Meeting

Stakeholder/TACC Meetings

Preliminary Detailed Design

Schedule

2019 – Key Benchmarks and Deliverables

- Stakeholder and TACC Group Meetings – August 2019
- Public Information Centre – September 2019
- Draft Environmental Project Report – October 2019
- Final EPR and Notice of Study Completion – December 2019

5. Other Items

EVALUATION OF EXTENSION ALTERNATIVE PLANNING SOLUTIONS
Denison Avenue Extension Class EA Study
Project No. 2018-048

Legend

Score	Impact Ranking Scale
○	High Impact
◔	Medium Impact
◑	Low Impact/Neutral After Mitigation
◕	No Adverse Impacts for this Criterion
●	Beneficial Imapct/Ideal Conditions

Score	Impact Ranking Scale
○	**Least Preferred (Highest Impact)**
◔	
◑	
◕	
●	**Most Preferred (Lowest Impact)**

Potential Impacts			Alternative Solutions		
			Alternative #1	**Alternative #2**	**Alternative #3**
Description			**"Do-Nothing"**	**Improve Parallel Routes**	**Extension of Denison Avenue Roadway including Active Transportation Improvements**
			Maintain Denison Avenue/Park Street/Mill Street with no improvements other than regular maintenance	**Add capacity to adjacent parallel roads (Railroad Street, Nelson Street)**	**Construction of an extension of Denison Avenue between Park Street and Mill Street and active transportation infrastructure to support pedestrian and cyclist modes of transportation.**
Natural	**1.1**	Potential Impacts on Terrestrial and/or Aquatic Features (proximity to habitat features)	◕ • No Impacts	◑ • Impacts would be dependent on design of parallel road improvements.	◑ • Impacts would be conditional on design of Denison Avenue extension alternatives.
	1.2	Potential for Impacts to Confirmed Species at Risk (SAR) and/or Significant Wildlife Habitat (SWH)	◕ • No Impacts	◕ • Impacts would be dependent on design of parallel road improvements.	◕ • Impacts would be conditional on design of Denison Avenue extension alternatives.
Social/Economic	**2.1**	Property Impacts (Existing Residential, Commercial and/or Industrial Properties)	● • No Impacts	◕ • Minor impacts dependent on the scale of improvements implemented on parallel roads	◔ • Impacts dependent on design alternatives for this solution.
	2.2	Impact to Future Development Plans	◕ • No Impacts	◕ • No anticipated impacts	◔ • Impacts dependent on design alternatives for this solution.
	2.3	Consistency with Planning Policies	○ • Not consistent with City of Brampton 2015 Transportation Master Plan or Official Plan	○ • Not consistent with City of Brampton 2015 Transportation Master Plan or Official Plan	● • Consistent with the City of Brampton's 2015 Transportation Master Plan recommendation to extend Denison Avenue between Park Street and Mill Street. • Consistent with other City of Brampton policies providing infrastructure that supports active transportation, livable communities and moving people and goods including the Official Plan, Brampton Vision 2040 and the City's Active Transportation Master Plan

EVALUATION OF EXTENSION ALTERNATIVE PLANNING SOLUTIONS

Denison Avenue Extension Class EA Study
Project No. 2018-048

Potential Impacts			Alternative Solutions		
			Alternative #1	**Alternative #2**	**Alternative #3**
Description			**"Do-Nothing"**	**Improve Parallel Routes**	**Extension of Denison Avenue Roadway including Active Transportation Improvements**
			Maintain Denison Avenue/Park Street/Mill Street with no improvements other than regular maintenance	**Add capacity to adjacent parallel roads (Railroad Street, Nelson Street)**	**Construction of an extension of Denison Avenue between Park Street and Mill Street and active transportation infrastructure to support pedestrian and cyclist modes of transportation.**
	2.4	Access (Existing and Future Land Uses)	◕	◕	◔
			• No Impacts	• No Impacts	• Impacts dependent on design alternatives for this solution.
	2.5	Neighbourhood Connectivity	○	○	●
			• Does not improve upon existing disconnection between Park Street and Mill Street for pedestrians, cyclists or vehicles	• Does not improve upon existing disconnection between Park Street and Mill Street for pedestrians, cyclists or vehicles	• Improves connection between Park Street and Mill Street for pedestrians, cyclists and vehicle traffic.
Social/Economic	**2.6**	Noise	◕	◕	◕
			• None of the alternatives would have any significant impact on noise levels		
	2.7	Air Quality	◕	●	●
			• None of the alternatives would have any significant impact on air quality		
	2.8	Climate Change	◕	●	●
			• No reduction from existing carbon emissions.	• Improvement of traffic capacity and flows would potentially reduce emissions	• Improvement of traffic capacity and flows would potentially reduce emissions
Cultural Environment	**3.1**	Archaeology	◕	◑	◕
			• No Impacts	• Impacts would be dependent on scope and design of improvements on alternative routes	• Impacts would be dependent on the design for Denison Avenue Extension.
	3.2	Built Heritage	◕	◕	◕
			• No Impacts	• Impacts would be dependent on scope and design of improvements on alternative routes	• Impacts would be dependent on the design for Denison Avenue Extension.
Technical	**4.1**	Local Transportation Network and Operations	◔	◑	◕
			• No capacity added to the local transportation network nor traffic reduction on parallel routes. However, existing and future traffic volumes are relatively low.	• Would improve local transportation network capacity through improvements on parallel roadways	• Would improve local transportation network by providing additional traffic capacity.
	4.2	Traffic Safety	○	○	●
			• No Improvements are provided to existing traffic safety concerns as identified in the Safety Assessment	• No Improvements are provided to existing traffic safety concerns as identified in the Safety Assessment	• Opportunities to make improvements to identified traffic safety concerns.

EVALUATION OF EXTENSION ALTERNATIVE PLANNING SOLUTIONS

Denison Avenue Extension Class EA Study
Project No. 2018-048

Potential Impacts			Alternative Solutions		
			Alternative #1	**Alternative #2**	**Alternative #3**
Description			**"Do-Nothing"**	**Improve Parallel Routes**	**Extension of Denison Avenue Roadway including Active Transportation Improvements**
			Maintain Denison Avenue/Park Street/Mill Street with no improvements other than regular maintenance	**Add capacity to adjacent parallel roads (Railroad Street, Nelson Street)**	**Construction of an extension of Denison Avenue between Park Street and Mill Street and active transportation infrastructure to support pedestrian and cyclist modes of transportation.**
	4.3	Provisions for Active Transportation	○	◑	●
			• None provided	• None provided	• Minor improvements to Active Transportation facilities
	4.4	Design Criteria and Geometrics	○	○	●
			• No ability to upgrade the Denison Avenue corridor to adhere to applicable design standards and current practices	• No ability to upgrade the Denison Avenue corridor to adhere to applicable design standards and current practices	• Some ability to upgrade the Denison Avenue corridor to adhere to applicable design standards and current practices dependent on preferred design alternative
Costs	5.1	Estimated Capital Cost	●	○	○
			• No Capital Costs	• High capital costs associated with improvements to parallel corridors	• High capital costs would be required
		Summary	**Not Preferred**	**Not Preferred**	**Preferred**
		Discussion	• Eliminated from further consideration • Is not consistent with recommendations in the City of Brampton's Master Transportation Plan and goal of improving neighbourhood connections, active transportation facilities and connections to local transit infrastructure	• Eliminated from further consideration • Is not consistent with recommendations in the City of Brampton's Master Transportation Plan and goal of improving neighbourhood connections, active transportation facilities and connections to local transit infrastructure	• Recommended as a Preferred Solution • Complies with aspects of the City's Master Transportation Plan and goal of improving neighbourhood connections, active transportation facilities and additional local network transportation capacity

EVALUATION OF EXTENSION DESIGN OPTIONS – DRAFT (FOR DISCUSSION PURPOSES ONLY)

Denison Avenue Extension Class EA Study
Project No. 2018-048

Legend

Score	Impact Ranking Scale
○	High Impact
◔	Medium Impact
◑	Low Impact/Neutral After Mitigation
◕	No Adverse Impacts for this Criterion
●	Beneficial Imapct/Ideal Conditions

Score	Impact Ranking Scale
○	**Least Preferred (Highest Impact)**
◔	↕
◑	
◕	
●	**Most Preferred (Lowest Impact)**

Potential Impacts			Alignment Alternatives			
			Option #1	**Option #2**	**Option #3**	**Option #4**
Description			**Realignment at South End of 45 Railroad Street Property**	**Realignment West of Park, Across OBG Rail Line**	**Extension of Denison straight through 45 Railroad St. Property**	**Realignment West of Park, Across OBG Rail Line Converted to MUP (Subject to Future Rail Use)**
Natural	**1.1**	Potential Impacts on Terrestrial and/or Aquatic Features (proximity to habitat features)	●	●	●	●
			• None	• No Impacts Anticipated	• No Impacts Anticipated	• No Impacts Anticipated
	1.2	Potential for Impacts to Confirmed Species at Risk (SAR) and/or Significant Wildlife Habitat (SWH)	●	●	●	●
			• None	• No Impacts Anticipated	• No Impacts Anticipated	• No Impacts Anticipated
Social/Economic	**2.1**	Property Impacts (Existing Residential, Commercial and/or Industrial Properties)	◑	○	○	◑
			• Displaces one (1) residential property (45 Mill Street) required to accommodate the proposed 23m ROW required for new roadway. • Direct impact to one (1) property (34 Park Street, 14.5m^2) to accommodate 23m ROW for new roadway.	• Displaces four (4) residential properties (45 Mill Street, 1 Denison Avenue, 3 Denison Avenue, 5 Denison Avenue) required to accommodate the proposed 23m ROW required for new roadway. • Direct impact to one (1) property (34 Park Street, 14.5m^2) to accommodate 23m ROW for new roadway.	• Direct impact to one (1) property (45 Railroad Street) to accommodate 23m ROW for new roadway. (see below for Impact to Future Development Plans)	• Displaces one (1) residential property (45 Mill Street) required to accommodate the proposed 23m ROW required for new roadway. • Direct impact to two (2) properties (34 Park Street, 14.5m^2 , 1 Denison Avenue,) to accommodate 23m ROW for new roadway.
Social/Economic	**2.2**	Impact to Future Development Plans	◕	○	○	◕
			• Extension of Denison Avenue would be in alignment provided by developer of 45 Railroad Street property and has been accommodated by approved site plan design.	• Extension of Denison Avenue would be in alignment provided by developer of 45 Railroad Street property and has been accommodated by approved site plan design.	• High impact to current (approved and under construction) site development of 45 Railroad Street property. Site plan would require complete re-design.	• Extension of Denison Avenue would be in alignment provided by developer of 45 Railroad Street property and has been accommodated by approved site plan design.
	2.3	Consistency with Planning Policies	●	●	●	●

EVALUATION OF EXTENSION DESIGN OPTIONS – DRAFT (FOR DISCUSSION PURPOSES ONLY)

Denison Avenue Extension Class EA Study
Project No. 2018-048

Potential Impacts			Alignment Alternatives			
			Option #1	Option #2	Option #3	Option #4
Description			Realignment at South End of 45 Railroad Street Property	Realignment West of Park, Across OBG Rail Line	Extension of Denison straight through 45 Railroad St. Property	Realignment West of Park, Across OBG Rail Line Converted to MUP (Subject to Future Rail Use)
			• Consistent with the City of Brampton Transportation Master Plan (2015) recommendation to extend Denison Avenue between Park Street and Mill Street; • Consistent with City of Brampton 2040 Planning Vision and Official Plan (2015) goals of providing infrastructure that supports active transportation, livable communities and moving people and goods.			
	2.4	Access (Existing and Future Land Uses)	◕ • The extension of Denison Avenue will provide better direct access for existing residents on Park Street and/or Mill Street. It will also provide more direct access for pedestrians and cyclists. • The extension of Denison Avenue at the south end of the 45 Railroad Street property will provide access to the south end of the development via a new driveway entrance.	● • The extension of Denison Avenue will provide better direct access for existing residents on Park Street and/or Mill Street. It will also provide more direct access for pedestrians and cyclists. • The extension of Denison Avenue at the south end of the 45 Railroad Street property will provide access to the south end of the development via a new driveway entrance. • Some reconfiguration of the proposed west access to the 45 Railroad Street development and south access to the GO Transit parking lot would be required.	◑ • The extension of Denison Avenue will provide better direct access for existing residents on Park Street and/or Mill Street. It will also provide more direct access for pedestrians and cyclists. • New access points would be required for the GO Transit parking area and revised site plan for 45 Railroad Street property	● • The extension of Denison Avenue will provide better direct access for existing residents on Park Street and/or Mill Street. It will also provide more direct access for pedestrians and cyclists. • The extension of Denison Avenue at the south end of the 45 Railroad Street property will provide access to the south end of the development via a new driveway entrance. • Some reconfiguration of the proposed west access to the 45 Railroad Street development and south access to the GO Transit parking lot would be required.
	2.5	Neighbourhood Connectivity	● • Improves connection between Park Street and Mill Street for pedestrians, cyclists and vehicle traffic.	● • Improves connection between Park Street and Mill Street for pedestrians, cyclists and vehicle traffic.	● • Improves connection between Park Street and Mill Street for pedestrians, cyclists and vehicle traffic.	● • Improves connection between Park Street and Mill Street for pedestrians, cyclists and vehicle traffic.
Social/Economic	**2.6**	Noise	◑ • Proposed Denison Avenue extension at south end of 45 Railroad Street property will increase vehicular noise for abutting Park Street and Mill Street along south edge of new roadway.	◑ • Proposed Denison Avenue extension at south end of 45 Railroad Street property will increase vehicular noise for abutting Park Street and Mill Street along south edge of new roadway.	◕ • No impact to noise.	◑ • Proposed Denison Avenue extension at south end of 45 Railroad Street property will increase vehicular noise for abutting Park Street and Mill Street along south edge of new roadway.
	2.7	Air Quality	◕	◕	◕	◕
			None of the alternatives would have any impact on existing air quality.			
	2.8	Climate Change	●	●	●	●
			All the alternatives would improve traffic flow by adding capacity and reducing traffic on parallel routes which would provide an overall marginal improvement on carbon emissions			

EVALUATION OF EXTENSION DESIGN OPTIONS – DRAFT (FOR DISCUSSION PURPOSES ONLY)

Denison Avenue Extension Class EA Study
Project No. 2018-048

Potential Impacts			Alignment Alternatives			
			Option #1	**Option #2**	**Option #3**	**Option #4**
Description			**Realignment at South End of 45 Railroad Street Property**	**Realignment West of Park, Across OBG Rail Line**	**Extension of Denison straight through 45 Railroad St. Property**	**Realignment West of Park, Across OBG Rail Line Converted to MUP (Subject to Future Rail Use)**
Cultural Environment	**3.1**	Archaeology	◕	◑	◕	◑
			• No identified archaeological concerns for this alternative.	• Additional investigation (Stage 2 survey) would be required for realigned section of Denison Avenue.	• No identified archaeological concerns for this alternative.	• Additional investigation (Stage 2 survey) would be required for realigned section of Denison Avenue.
	3.2	Built Heritage	◑	○	○	◑
			• Impact to property at 45 Mill Street identified during fieldwork as having potential built heritage significance, but building impact not anticipated	• Impact to property listed on City of Brampton's Municipal Registry of Cultural Heritage Resources (1 Denison Avenue) • Impact to property identified by City of Brampton as Potential Property of Interest (3 Denison Avenue) • Impact to 45 Mill Street identified during fieldwork as having potential built heritage significance	• Impact to 45 Railroad Street east façade (currently being preserved for incorporation into new development)	• Impact to property at 45 Mill Street identified during fieldwork as having potential built heritage significance, but building impact not anticipated
Technical	**4.1**	Local Transportation Network and Operations	◕	●	●	●
			• All the alternatives would improve local transportation network capacity and would reduce traffic on parallel routes. However, generally the existing and projected future traffic volumes are low.			
			• Provides new connection between Park Street and Mill Street. Creates jog in Denison Avenue alignment west of Park Street and new roadway that is not ideal for connecting Denison Avenue west of Park Street with Mill Street.	• Provides new connection between Park Street and Mill Street. Eliminates jog in Denison Avenue alignment west of Park Street and new roadway. • Provides improved or new access for homes/properties along Denison including new development at 45 Railroad Street.	• Provides new connection between Park Street and Mill Street. Ideal for connecting Denison Avenue west of Park Street with Mill Street. • Does not provide additional connection for homes/properties along Denison. Eliminates proposed accesses for 45 Railroad Street development as well as GO Transit parking area.	• Provides new connection between Park Street and Mill Street. Eliminates jog in Denison Avenue alignment west of Park Street and new roadway. • Provides improved or new access for homes/properties along Denison including new development at 45 Railroad Street.
	4.2	Traffic Safety	◑	●	◕	●
			• Existing concerns regarding the proximity of the proposed GO Transit parking lot access to the at-grade rail crossing as well as the 45 Railroad Street development access onto the Park-Mill Street curve would remain, however opportunities to mitigate these concerns would be available	• Realignment of Denison Avenue west of Park Street would provide opportunities to address identify traffic safety concerns with the at-grade rail crossing and access points for GO Transit parking lot and 45 Railroad Street development.	• Realignment of Denison Avenue through the 45 Railroad Street property would provide an opportunity to review and revise access point for GO Transit parking lot area as well as the 45 Railroad Street development. Identified concerns with the existing at-grade rail crossing would still need addressing.	• Realignment of Denison Avenue west of Park Street would provide opportunities to address identify traffic safety concerns with the at-grade rail crossing and access points for GO Transit and 45 Railroad Street development.
	4.3	Provisions for Active Transportation	●	●	●	●
			• Alternatives provide provisions for active transportation facilities as per active transportation recommendations in the City's Transportation Master Plan and Active Transportation Plan.			

EVALUATION OF EXTENSION DESIGN OPTIONS – DRAFT (FOR DISCUSSION PURPOSES ONLY)

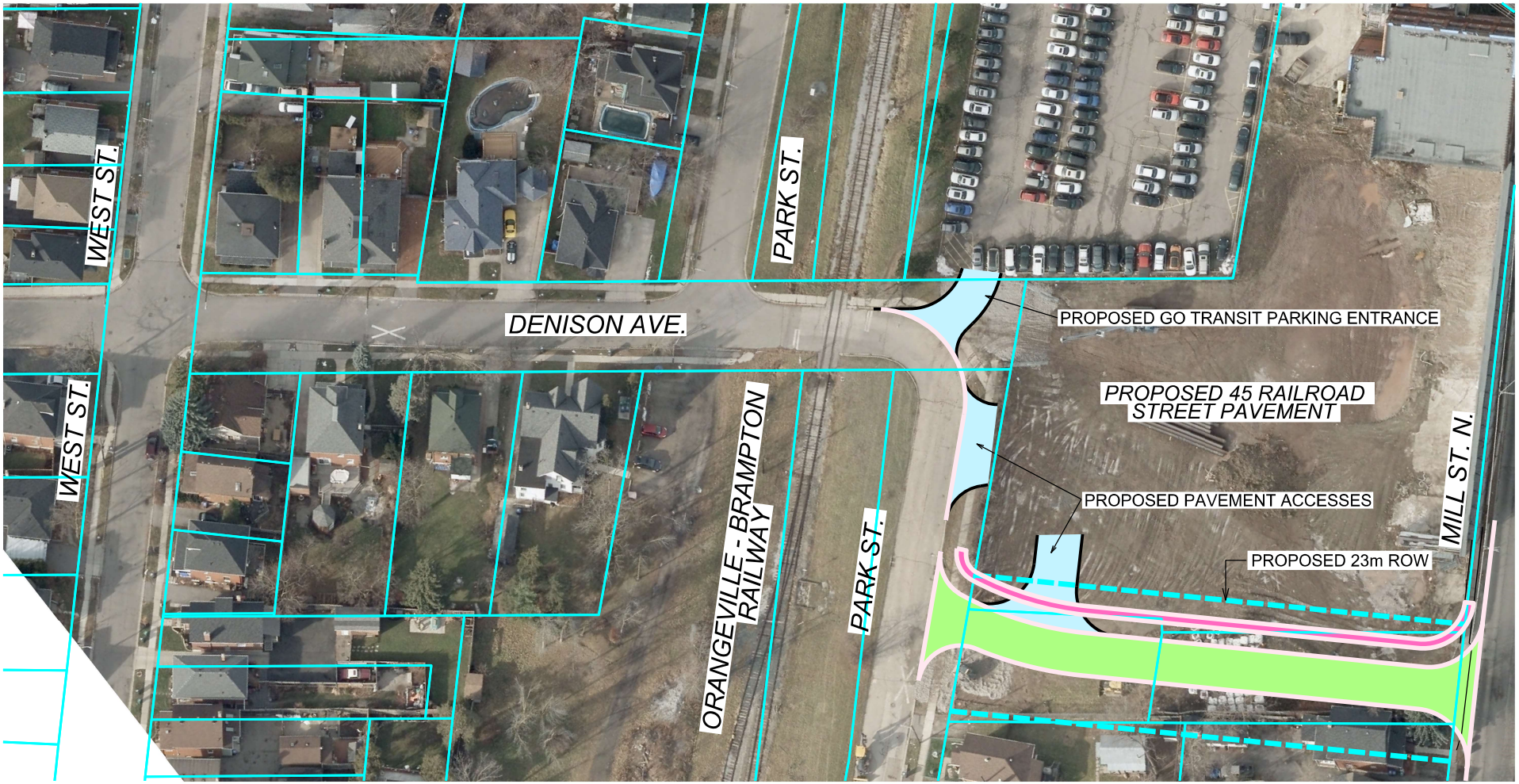
Denison Avenue Extension Class EA Study
Project No. 2018-048

Potential Impacts			Alignment Alternatives			
			Option #1	Option #2	Option #3	Option #4
Description			Realignment at South End of 45 Railroad Street Property	Realignment West of Park, Across OBG Rail Line	Extension of Denison straight through 45 Railroad St. Property	Realignment West of Park, Across OBG Rail Line Converted to MUP (Subject to Future Rail Use)
	4.5	Design Criteria and Geometrics	◑	●	◕	●
			• The City of Brampton design criteria for a Minor Collector roadway were used to develop the roadway extension plan. • Proposed ROW requirements and cross-section elements are based on the City's requirements and standards. • The jog in the alignment would utilize the existing bend from Denison Avenue to Park Street which is sub-standard. • The proposed 45 Railroad Street access onto the existing Park Street is on the curve and does not meet Safety Report recommendations. • The proposed GO Transit parking area access onto Park Street/Denison Avenue is within 30 m of the rail crossing and would need to be relocated.	• The City of Brampton design criteria for a Minor Collector roadway were used to develop the roadway extension plan. • Proposed ROW requirements and cross-section elements are based on the City's requirements and standards. • The realignment of Denison Avenue west of Park Street would cross the existing OBR rail line at 110° to meet minimum standards. • The proposed 45 Railroad Street access and proposed GO Transit parking area access would require revision.	• The City of Brampton design criteria for a Minor Collector roadway were used to develop the roadway extension plan. • Proposed ROW requirements and cross-section elements are based on the City's requirements and standards. • The proposed 45 Railroad Street access and proposed GO Transit parking area access onto Park Street/Denison Avenue would need to be relocated/adjusted	• The City of Brampton design criteria for a Minor Collector roadway were used to develop the roadway extension plan. • Proposed ROW requirements and cross-section elements are based on the City's requirements and standards. • The proposed 45 Railroad Street access onto the existing Park Street is on the curve and does not meet Safety Report recommendations. • The proposed 45 Railroad Street access and proposed GO Transit parking area access would require revision.
	4.6	Orangeville-Brampton Rail Line Crossing	◑	◔	◑	●
			• No new or relocated crossing of OBR rail line would be required as part of this alternative design. • Upgrades to the existing at-grade crossing to upgrade crossing to meet Transport Canada guidelines for at-grade rail crossings would still be required.	• Realignment of Denison Avenue, west of Park Street, would require a new relocated crossing of the OBR rail line. • Design standards require that any new crossing of a rail line be between 70-110° angle per current Transportation Canada guidelines for at-grade rail crossings	• No new or relocated crossing of OBR rail line would be required as part of this alternative. • Upgrades to the existing at-grade crossing to upgrade crossing to meet Transport Canada guidelines for at-grade rail crossings would still be required.	• Under Option 4 OBR rail line would be replaced with multi-use path. There would be no design minimum for crossing angle for the multi-use path and Denison Avenue west of Park Street.
	4.7	Storm Water Management/Drainage	◕	●	◕	●
			• Opportunities to provide improvements to local drainage as part of new road construction to improve storm water management in the area. • Improvements would be limited extension through 45 Railroad Street property only.	• Opportunities to provide improvements to local drainage as part of new road construction to improve storm water management in the area.	• Opportunities to provide improvements to local drainage as part of new road construction to improve storm water management in the area. • Improvements would be limited extension through 45 Railroad Street property only.	• Opportunities to provide improvements to local drainage as part of new road construction to improve storm water management in the area.
	4.8	Utilities	◑	◑	◑	◑
			• Minor impacts to existing above-ground utilities (hydro, streetlighting)	• Minor impacts to existing above-ground utilities (hydro, streetlighting)	• Minor impacts to existing above-ground utilities (hydro, streetlighting)	• Minor impacts to existing above-ground utilities (hydro, streetlighting)

EVALUATION OF EXTENSION DESIGN OPTIONS – DRAFT (FOR DISCUSSION PURPOSES ONLY)

Denison Avenue Extension Class EA Study
Project No. 2018-048

Potential Impacts			Alignment Alternatives			
			Option #1	**Option #2**	**Option #3**	**Option #4**
Description			**Realignment at South End of 45 Railroad Street Property**	**Realignment West of Park, Across OBG Rail Line**	**Extension of Denison straight through 45 Railroad St. Property**	**Realignment West of Park, Across OBG Rail Line Converted to MUP (Subject to Future Rail Use)**
Cost and Construction	**5.1**	Estimated Construction Cost	◑	◔	◑	◔
			Est. $340,000	Est. $950,000	Est. $340.000	Est. $945,000
	5.2	Property Costs (see also Property under Socio-Economic Impacts)	◑	○	○	◑
			Moderate	High	High	Moderate
	5.3	Construction Staging	◑	◔	◕	◑
			• Construction of roadway extension between Park Street and Mill Street could potentially be done in tandem with 45 Railroad Street development. • Construction would have minor impacts to existing Denison, Park and/or Mill Street function and only minor interruption of OBR rail line operations while improvements to the existing crossing are made.	• Construction of roadway extension between Park Street and Mill Street could potentially be done in tandem with 45 Railroad Street development. • Realignment of Denison Avenue, west of Park Street would require disruption to OBR rail operations for duration of work through rail ROW. • Denison Avenue west of Park Street may require closure/restricted access for realignment and reconstruction.	• Construction of roadway extension between Park Street and Mill Street could potentially be done in tandem with 45 Railroad Street development (expected re-design of site)	• Construction of roadway extension between Park Street and Mill Street could potentially be done in tandem with 45 Railroad Street development. • Realignment of Denison Avenue, west of Park Street would require short term closure; there would be no rail line to impact; • Denison Avenue west of Park Street may require closure/restricted access for realignment and reconstruction.
		Summary	**Preferred (Interim Solution)**	**Not Preferred**	**Not Preferred**	**Most Preferred (Ultimate Solution)**
		Reasoning	• Option #1 provides an improvement on neighbourhood connectivity, active transportation facilities and access while avoiding major impacts to existing residential properties and/or proposed developments. However, concerns with the Denison alignment west of Park Street are not addressed and improve	• Option #2 provides improvement on neighbourhood connectivity, active transportation facility and access. However, the identified impacts to existing residential properties and the Orangeville-Brampton rail line at-grade crossing are significant and a significant cost. As such, this option is not preferred.	• Option #3 provides improvement on neighbourhood connectivity, active transportation facility and access. Option #4 also represents the ideal alignment for the Denison Avenue Extension. However, the identified impact to the proposed 45 Railroad Street development would be significant and require a complete redesign of that project at significant expense.	• Option #4 provides improvement on neighbourhood connectivity, active transportation facilities and access. The realignment of Denison Avenue west of Park Street would meet minimum design criteria while avoiding residential property impacts and not affecting the 45 Railroad Street development. This option is most preferred. Subject to…



LEGEND

- PROPOSED PAVEMENT
- PROPOSED ENTRANCE
- PROPOSED SIDEWALK
- PROPOSED ROW

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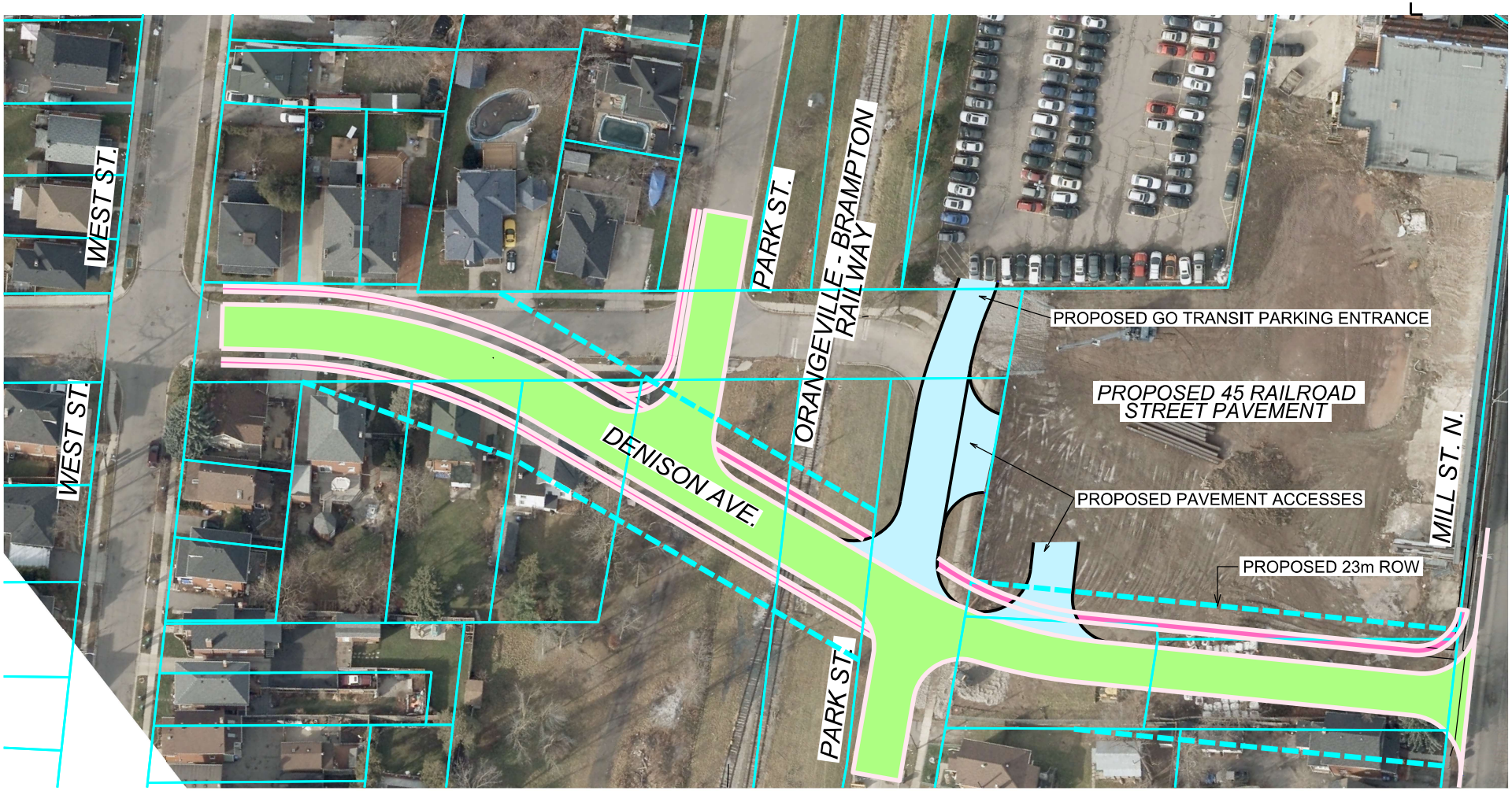
DENISON AVENUE EXTENSION

EA STUDY

OPTION 1

SCALE:	1:1000	DATE:	MAY 24, 2019

LAST UPDATED MAY 24, 2019



LEGEND

- PROPOSED PAVEMENT
- PROPOSED ENTRANCE
- PROPOSED SIDEWALK
- PROPOSED ROW

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Capital Works

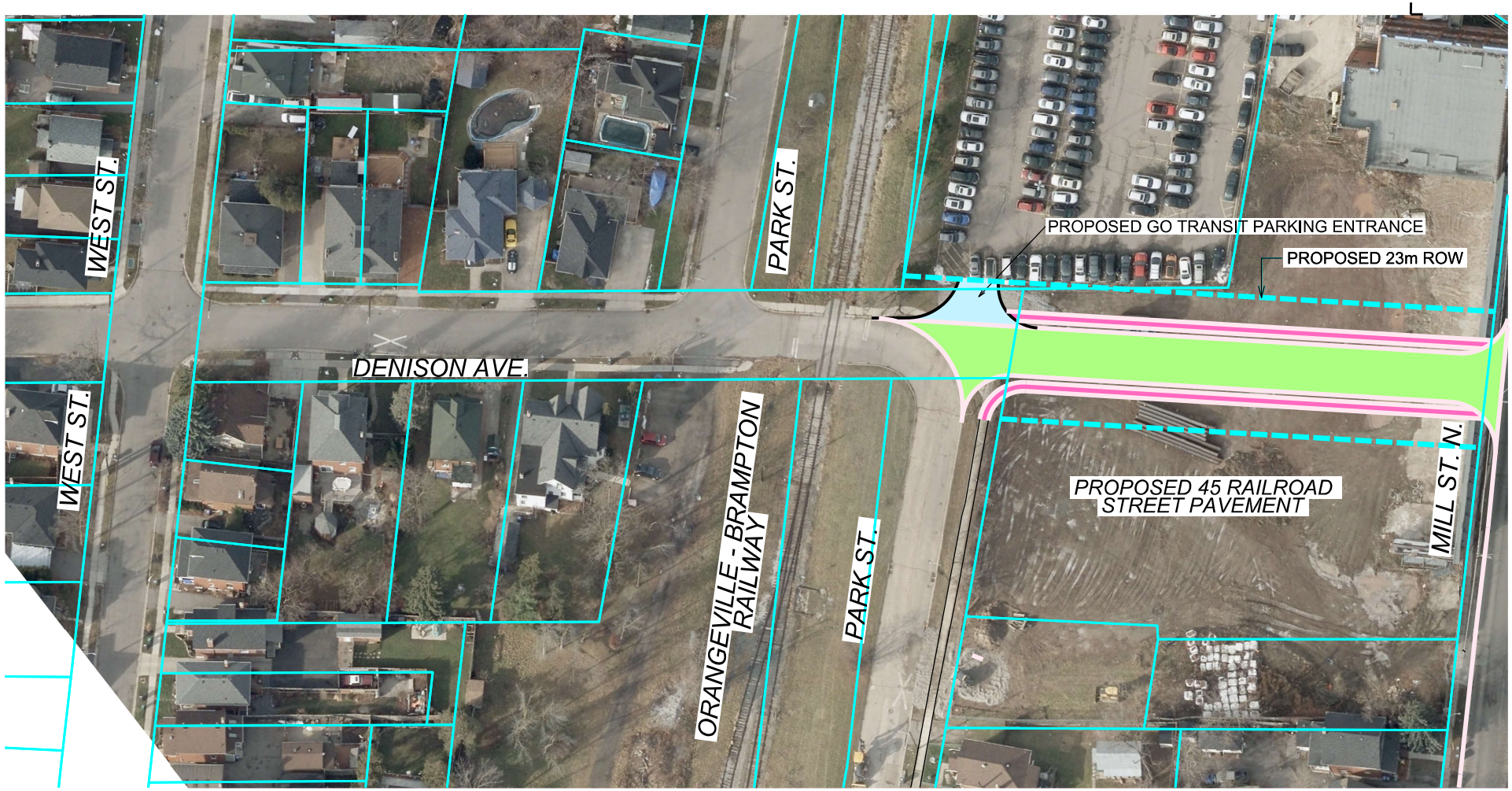
DENISON AVENUE EXTENSION

EA STUDY

OPTION 2

SCALE:	1:1000	DATE:

LAST UPDATED 21 SEP 16 - PMZ



LEGEND

- PROPOSED PAVEMENT
- PROPOSED ENTRANCE
- PROPOSED SIDEWALK
- PROPOSED ROW

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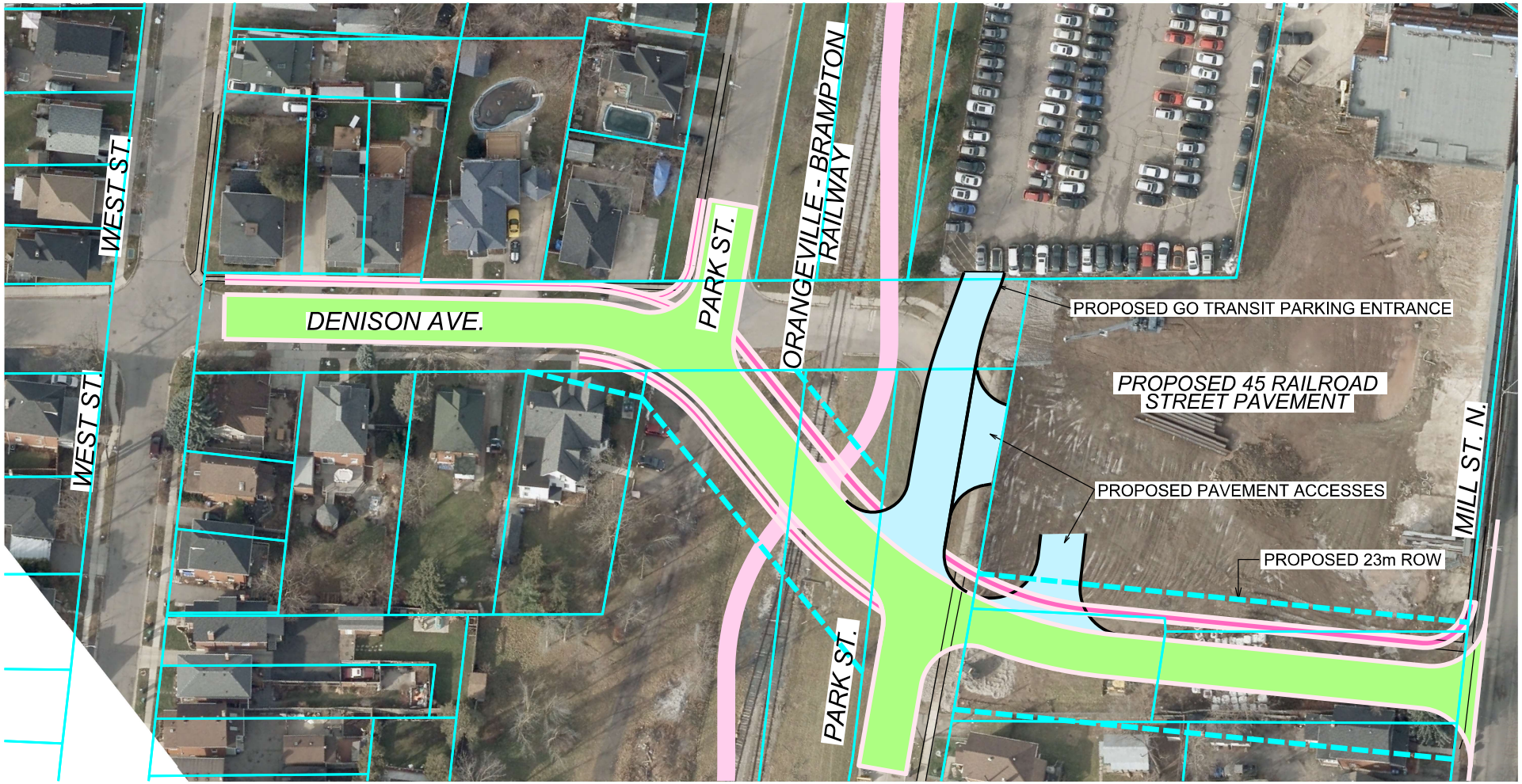
DENISON AVENUE EXTENSION

EA STUDY

OPTION 3

SCALE:	1:1000	DATE:

LAST UPDATED 21 SEP 16 - PMZ



LEGEND

- PROPOSED PAVEMENT
- PROPOSED ENTRANCE
- PROPOSED SIDEWALK
- PROPOSED ROW

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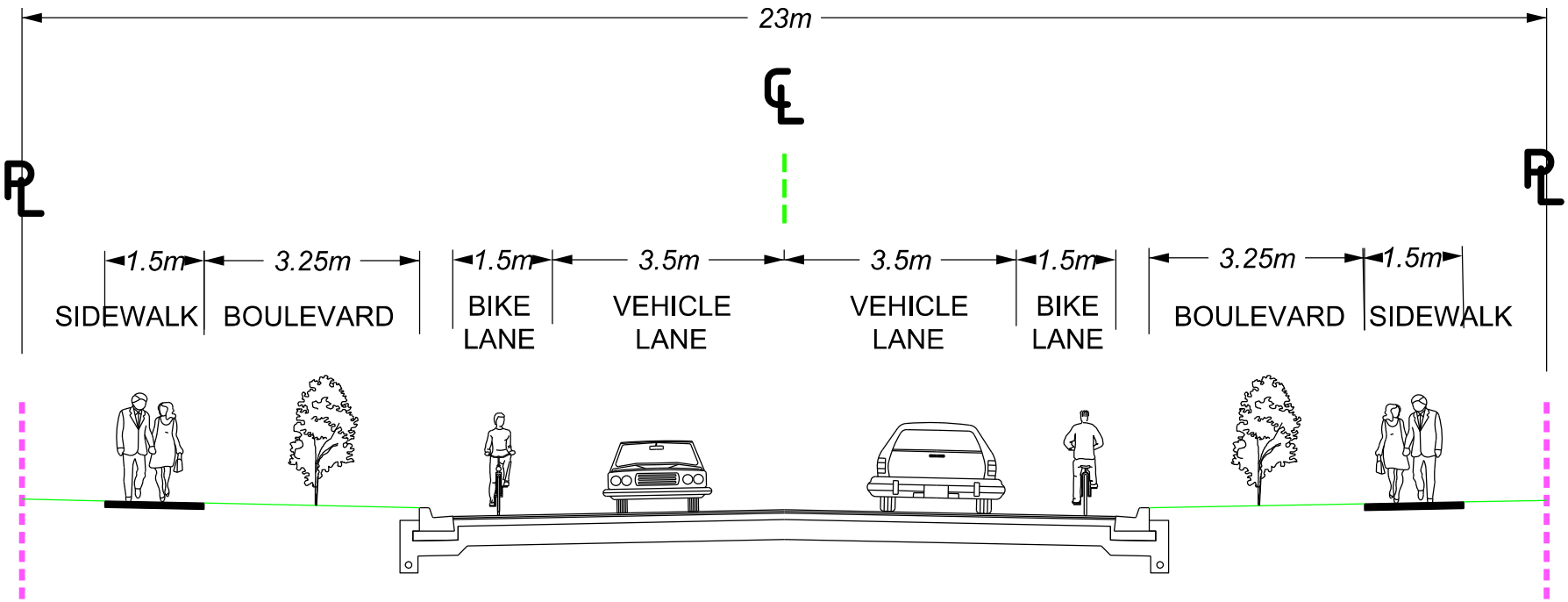
DENISON AVENUE EXTENSION

EA STUDY

OPTION 4

SCALE:	1:1000	DATE:

LAST UPDATED 21 SEP 16 – PMZ



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DENISON AVENUE EXTENSION

EA STUDY

TYPICAL SECTION

SCALE:	1:1000	DATE:

LAST UPDATED 21 SEP 16 - PMZ

Associated Engineering | GLOBAL PERSPECTIVE. LOCAL FOCUS.

Date:	August 28, 2019	**File:**	20185301.PM.04.01
Time:	9:30 am	**Page:**	1 of 4
Project:	Denison Avenue Extension Class EA Study		
Subject:	Project Team Meeting 03 – PIC Dry Run		
Client:	City of Brampton (City)		
Location:	City of Brampton - Williams Parkway Operations Centre, Bdrm WPOC Admin-2A		

Present:	Marko Paranosic	Associated Engineering
	Soheil Nejatian	City- Project Manager
	Carmen Caruso	City – Planner, Development
	Mario Goolsarran	City – Infrastructure Planning
	Tim Kocialek	City - Engineering
	Brian Lakeman	City – Transportation Planning
	Cassandra Jasinski	City – Planner, Heritage
	Donna Kozar	City - Environmental
	Mushtaq Tunio	City – Roads Maintenance
Distribution:	Those Present	
	Hank Wang	City –Transit Planning
	John Fantin	City – CADD Supervisor
	Henrik Zbogar	City – Transportation Planning
	Cengiz Cakmak	City – Engineering
	Maggie Liu	City – Infrastructure Planning
	Lisa Lieu	City – Traffic Modelling Lead
	Bishnu Parajuli	City – Infrastructure Planning
	Linda Wu	City – Transportation Planning
	David Monaghan	City – Traffic Planning
	Muhammad Imran	City – Traffic Operations
	Loui Pastor	City – Surveys & Mapping

RECORD OF MEETING

This Record of Meeting is considered to be complete and correct. Please advise the writer within one week of any errors or omissions, otherwise this Record of Meeting will be considered to be an accurate record of the discussions

Action By:	Discussion:
	1 INTRODUCTION
INFO	Meeting attendees introduced themselves.
	2 REVIEW OF DRAFT PUBLIC INFORMATION CENTRE (PIC) BOARDS
	Board — Comment
	Welcome Board (1) — • No comments

Action By:	Discussion:	
	Purpose of Meeting (2)	• No comments
	Study Overview (3)	• No comments
	Municipal Class EA Process Chart (4)	• No comments
	Public Consultation (5)	• No comments
AE	Background – Master Transportation Plan	• Suggestion to add the expected completion date for "Short Term Horizon" i.e. 2021
AE		• Add a new board at this point showing the study overview area/road network
AE	Transportation Study (7)	• Suggestion that the Problem and Opportunity board be advanced in the sequence in front of the Transportation Study overview boards and Existing Conditions • Instead of referring to "traffic" in the second bullet point, prefer to use "multi-modal"
AE	Transportation Study (8)	• More explanation of why pedestrian operations was determined as "poor" i.e. sidewalk widths, breaks in sidewalk links etc.
AE	Existing Conditions – Archaeology and Built Cultural Heritage (9)	• For archeology, 2nd point, add "The majority of the study area had no archeological potential (except for the area shown in green). Based on the preliminary preferred alternative, there are no areas of archaeological potential which will be impacted by the extension" • No need to revise or remove the image for Built Cultural Heritage shown • Add that "Three area properties were identified as being on the City's Municipal Register of Cultural Heritage Resources" and "The Denison Road Extension will aim to avoid impacts to identified heritage properties"
AE	Existing Conditions – Socio-Economic and Natural Environment (10)	• Needs to be updated for Natural Environment features • Existing land uses shouldn't describe potential uses • Change "institutional' to "university" • Remove the graphic showing the university planning area, substitute with image from Official Plan showing land uses in the area
AE	Problem and Opportunity (11)	• The first sentence referencing the Transportation Study to be deleted • Refer to "built cultural heritage resources" • Refer to "increasing population and employment growth"
AE	Review of Alternative Solutions (12)	• Questions regarding what did Alternative #2 assess? Was it the expansion of vehicular traffic capacity (i.e. additional lanes) on parallel routes or the installation of active transportation infrastructure, or both? • After discussion it was agreed that Alternative #2 references primarily the expansion of vehicular traffic capacity on parallel routes, however since local area traffic capacity was an insignificant driver for the overall project, it was not enough to carry it through

Action By:	Discussion:	
AE	Evaluation Matrix for Alternative Solutions (13)	• Text in the Evaluation Matrix for the Alternative Solutions will need to be adjusted to clearly represent the above • Legend is to be updated to match the table • Under Discussion should read "Transportation Master Plan" not "Master Transportation Plan" • Discussion about the statement "Not consistent with City of Brampton 2015 Transportation Master Plan or Official Plan" in Section 2.3 – it was suggested that the TMP does not recommend projects and merely provides goals that the EA process is supposed to confirm or refute; • Consensus was to amend the statement to read "… is not consistent with the goals as outlined in the City of Brampton 2015 Transportation Master Plan"
AE	Review of Design Options for Denison Avenue Extension ((14)	• Suggested that "Options" be changed to "Alternatives" for this slide and all relevant slides describing the design alternatives for the extension
AE	Review of Design Options for Denison Avenue Extension (15)	• Discussion was had regarding the proposed "Interim" and "Ultimate" typical cross-sections as shown • Consensus was to remove the title "Interim" and change to "Preferred" since it was undetermined if the full 23m right-of-way and CoB standard cross-section for a Minor Collector roadway would ever be implemented • Change "Ultimate" to "Potential Future" with reference to it being the CoB standard cross-section • Each cross-section to be presented separately on the page 'Preferred' presented ahead of 'Potential Future' • In the interest of providing on-road cycle facilities per the CoB Active Transportation Master Plan recommendations it was agreed to show a 3.75m wide "sharrow" lane for bikes and cars in lieu of the separate on-road cycle facility. This is also done in consideration of the lack of connecting cycle lanes and/or multi-use trails.
AE	Review of Design Options (16, 17, 18,19)	• Remove reference to "Ultimate 23m ROW" and show only "Proposed ROW" since the 23m reference may be confusing • Alternative showing the "Ultimate" extension layout can be removed from the set • AE was asked to clarify if the 45 Railroad Street development plan does in fact show the proposed north side sidewalk on private property at the corners.
AE	Evaluation Matrices for Design Options (20)	• Suggested that the "However…" statements in the Reasoning section at the conclusion of the matrix be removed. • Legend to be updated to match table
AE	Next Steps (21)	• Add an additional step "Confirm the Preliminary Preferred Alignment" • Add in "December 2019" as the date of completion for the study
AE	Please Provide Feedback (22)	• Minimum two weeks should be allowed for feedback, suggested to change the deadline date to Friday October 4, 2019
	3 OTHER	

Action By:	Discussion:
AE/City	• A Technical Advisory Committee (TAC) meeting had been scheduled for September 4, 2019 however it looks likely that that meeting will be cancelled. Only OBRAG and Peel Region have expressed interest; a separate meeting with OBRAG has been held already and Peel Region will be contacted to determine what (if any) interests they have in the project • A Stakeholders Group (SHG) meeting will be held September 10, 2019

Minutes prepared by,
Associated Engineering (Ontario) Limited

Marko Paranosic

Marko Paranosic, P.Eng. PE
Project Manager, Infrastructure

WELCOME

Stakeholder Group Meeting

Denison Avenue

From Park Street to Mill Street

Municipal Class Environmental Assessment (Schedule B)

September 10, 2019
6:30PM to 8:00PM

Please sign in so that we are able to provide you with any future study updates.

WELCOME

Public Information Centre

Denison Avenue
From Park Street to Mill Street

Municipal Class Environmental Assessment (Schedule B)

September 19, 2019
6:30PM to 8:00PM

Please sign in so that we are able to provide you with any future study updates.

Purpose of the Stakeholder Group Meeting

This Stakeholder Group Meeting has been arranged to:

- Provide the stakeholder with background context and information;
- Present the Need and Justification for the extension of Denison Avenue between Park Street and Mill Street;
- Present alternative solutions and identify the preferred planning solution;
- Present the process for assessing and evaluating alignment alternatives for the Denison Avenue extension;
- Present the preliminary preferred design alternative;
- Obtain input and comments from stakeholders; and,
- Identify the next steps in the process

Purpose of this Public Information Centre

This PIC has been arranged to:

- Introduce the study to the public;
- Provide background context and information;
- Present the Need and Justification for the extension of Denison Avenue between Park Street and Mill Street;
- Present alternative solutions and identify the preferred planning solution;
- Present the process for assessing and evaluating alignment alternatives for the Denison Avenue extension;
- Present the preliminary preferred design alternative;
- Obtain public input and comments; and,
- Identify the next steps in the process

Study Overview

The purpose of this study is to conduct a Schedule "B" Class Environmental Assessment for the extension of Denison Avenue between Mill Street and Park Street.

The extension of Denison Avenue was identified in the City of Brampton's 2016 Transportation Master Plan.

The main objectives of the study are the following:

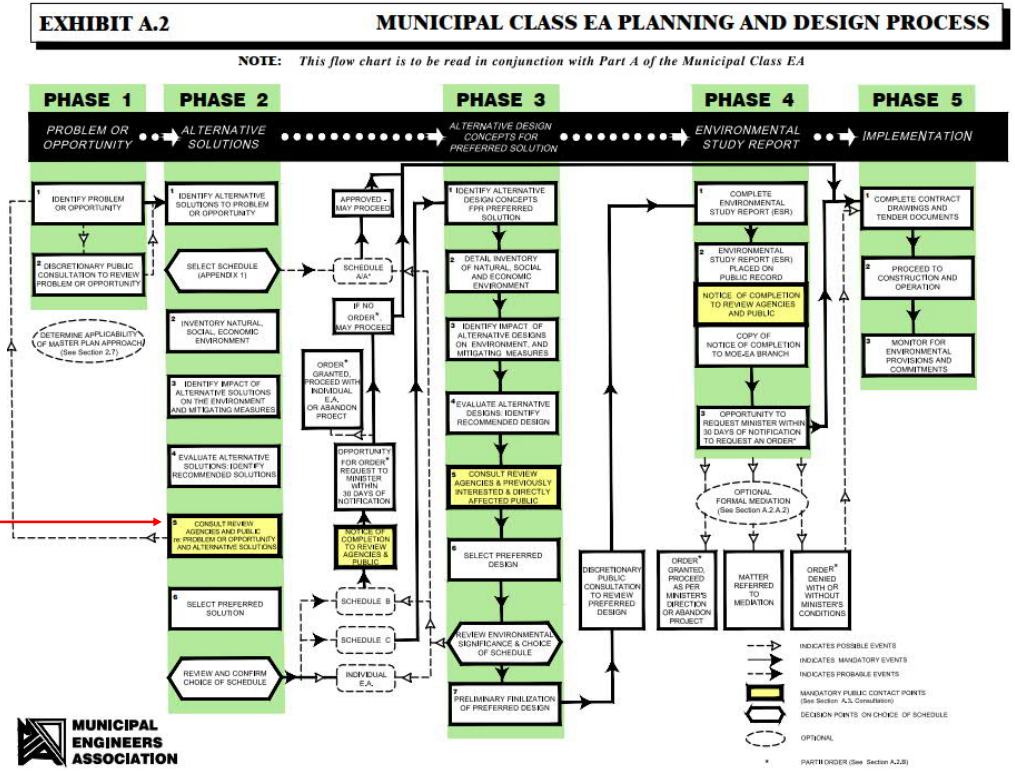
- Complete Phases I & II of the Municipal Class EA process;
- Consider a range of alternatives and their impacts on a number of criteria;
- Evaluate preliminary preferred designs; and,
- Encourage participation from the public, stakeholders and affected parties throughout the study process and address public comments.
- Complete Environmental Assessment and file Environmental Project Report for public review

Municipal Class EA Process

The Municipal Class EA process enables the planning and implementation of municipal infrastructure projects to be undertaken in accordance with an approved process that ensure public consultation and full regard for the protection of the environment and minimization of negative impacts.

The Municipal Class EA process is shown below:

We Are Here



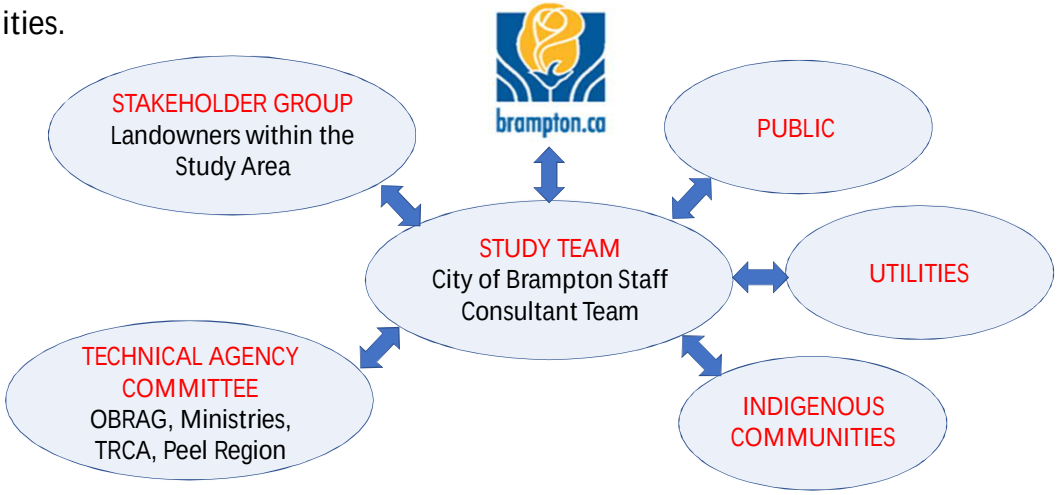
Public Consultation

Public Consultation is an essential part of the decision making process.

Opportunities to provide your input are not limited to this PIC or any other milestones. You can provide input to the study team at any point throughout the study.

The Study Team recognizes that there are many different interests within our study area. Our Public Consultation program includes outreach to the following groups:

- Stakeholder Group (directly affected landowners within the Study Area);
- Technical Agency Committee (including Orangeville-Brampton Rail, various Ministries, TRCA and Region of Peel);
- Utilities; and,
- Indigenous Communities.



Background – Transportation Master Plan

The City of Brampton's 2015 Transportation Master Plan (TMP) identified the extension of Denison Avenue between Park Street and Mill Street as a Short Term Horizon goal (to be constructed by 2021).

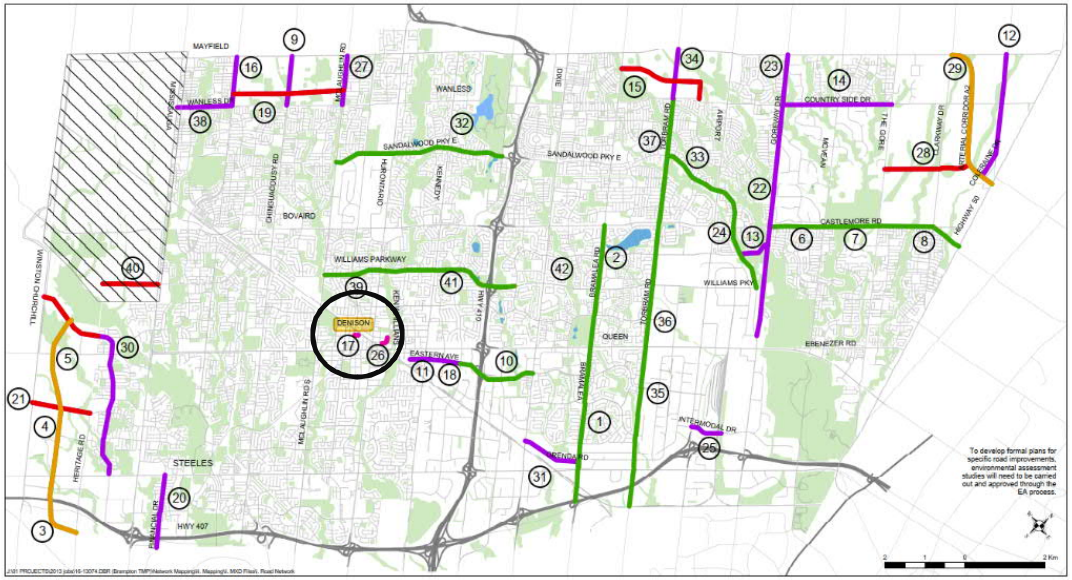
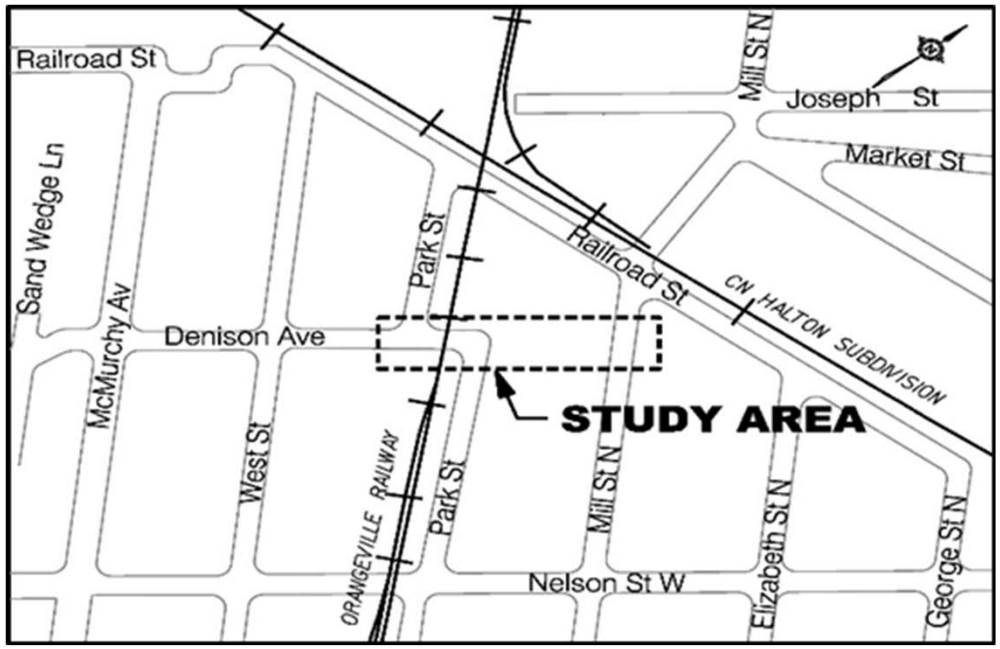


Figure 29
Road Projects Recommended for Implementation in the Short Term Horizon

Background – Area Overview

The Study Area shown in the figure below was initially identified in the Notice of Study Commencement.



Problem & Opportunity Statement

The following Problem and Opportunity Statement was prepared for the project:

To further explore the recommendation as provided in the City's 2015 Transportation Master Plan to extend Denison Avenue between Park Street and Mill Street with the following goals;

- Improving neighbourhood connectivity and moving people safely and efficiently through the Brampton downtown core, including new active transportation infrastructure;
- Accommodating existing and future area development and changes to land use;
- Meeting area transportation network demands of increasing population and employment growth; and,
- Minimizing impacts to existing Built Cultural Heritage resources within the Study Area.

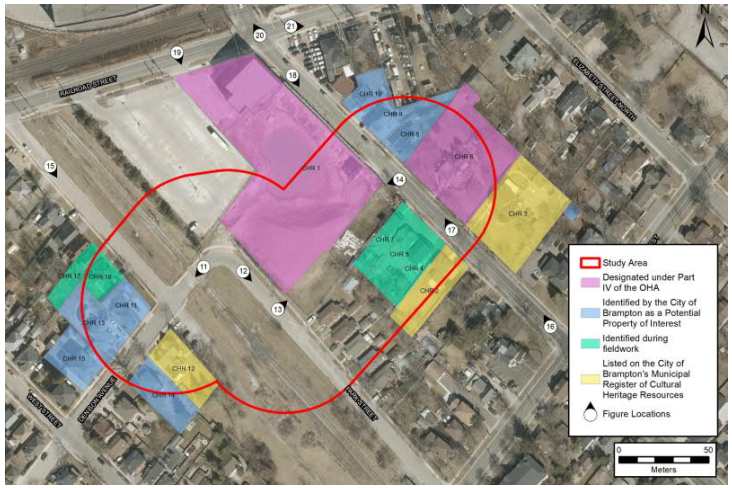
Existing Conditions – Archaeology and Built Cultural Heritage

Stage I Archaeological Assessment

- The majority of the study area had no potential archeological impact
- Based on the preliminary preferred alternative there are no areas of archaeological potential(shown in green) that would be impacted.

Built Cultural Heritage Assessment

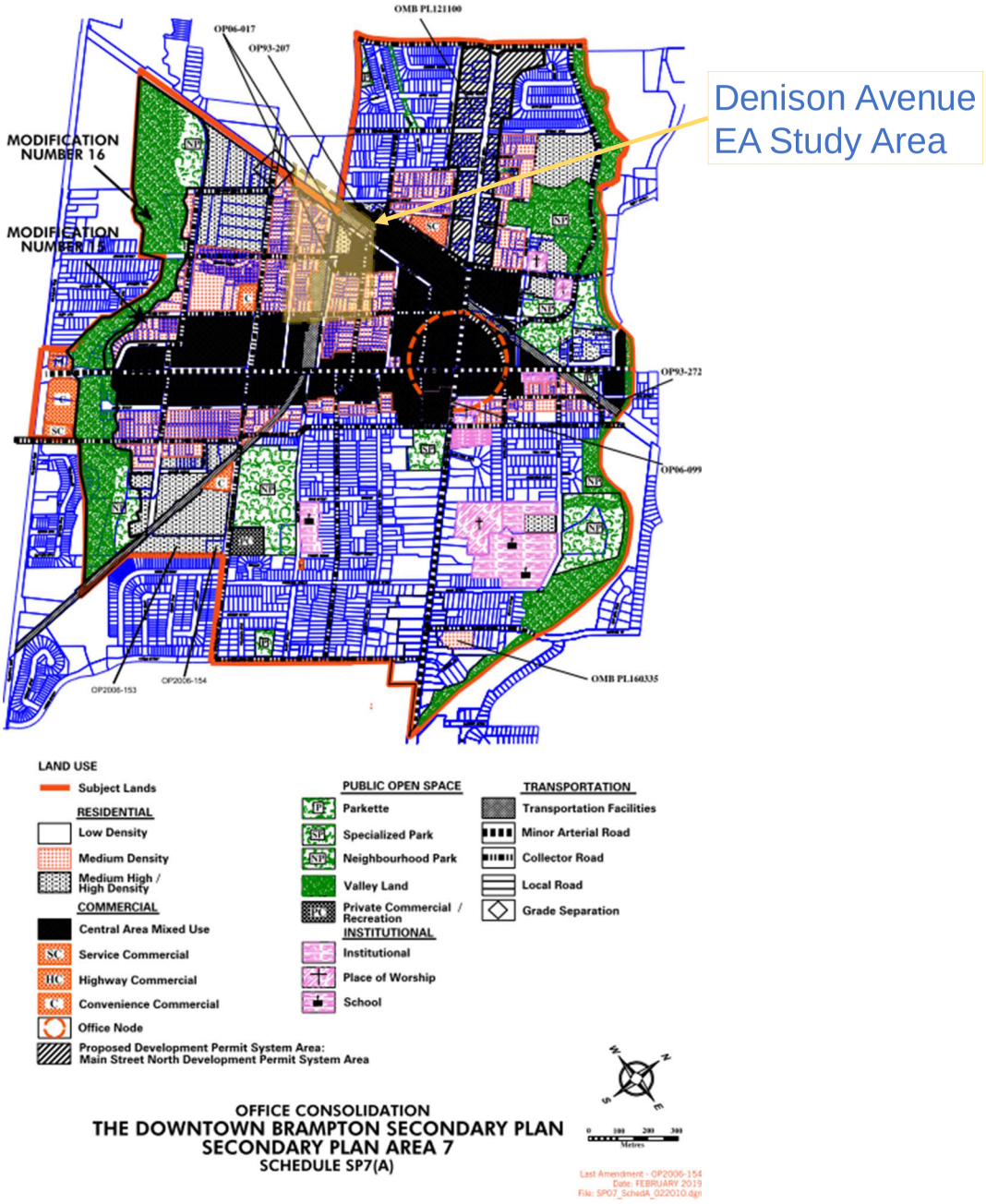
- Three area properties were identified as being on the City's Municipal Registry of Cultural Heritage Resources
- Seven area properties were identified as being "properties of interest"
- The Denison Avenue Extension would aim to avoid impacts to identified heritage properties



Existing Conditions – Socio-Economic

Socio-Economic

- The study area is located within the Downtown Brampton Secondary Plan Area (Area 7)
- Land use within the study area includes;
  - Development of 387 unit mixed-use condominium development on the 45 Railroad Street site (ongoing)
  - GO Transit station
  - Residential single unit detached homes



Transportation Study

- A Transportation Study was undertaken for the study area.
- The study reviewed multi-modal traffic operations for the current year (2019) and horizon years 2031 and 2041.
- Traffic data used in the analysis took into account future area growth and planned developments.
- All area intersections operate well under existing conditions and projected 2031 conditions
- Mill Street/Nelson Street and Mill Street/Railroad Street intersections fail under projected 2041 conditions

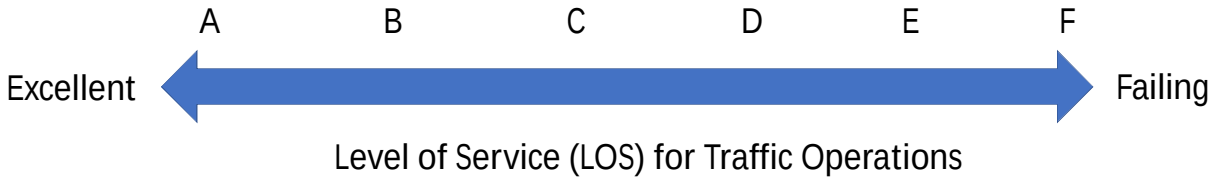
❑ ALOS = Automotive Level of Service

❑ BLOS = Bike Level of Service

❑ PLOS = Pedestrian Level of Service

Analysis of Area Intersections

#	Intersection	Existing Conditions			Future Conditions 2031 (without Denison Ave Ext)			Future Conditions 2031 (with Denison Ave Ext)			Future Conditions 2041 (without Denison Ave Ext)			Future Conditions 2041 (with Denison Ave Ext)		
		ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS
1	West Street @ Denison Avenue	A/A	B	B	A/A	B	B	A/A	B	B	A/A	B	B	A/A	B	B
2	Park Street @ Denison Avenue	A/A	B	B	A/A	B	B	A/A	B	B	A/A	B	B	A/A	B	B
3	Park Street @ Nelson Street W	A/A	B	B	A/A	B	B	A/A	B	B	C/A	B	B	A/A	B	B
4	Mill Street N @ Nelson Street W	B/B	B	B	E/D	B	B	C/D	B	B	F/F	B	B	F/F	B	B
5	Mill Street N @ Railroad Street	A/A	B	B	D/A	B	B	D/A	B	B	F/E	B	B	F/E	B	B
6	Denison Avenue @ Park Street	N/A	N/A	N/A	N/A	N/A	N/A	A/A	B	B	N/A	N/A	N/A	A/A	B	B
7	Denison Avenue @ Mill Street	N/A	N/A	N/A	N/A	N/A	N/A	A/A	B	B	N/A	N/A	N/A	A/A	B	B



Level of Service (LOS) for Traffic Operations

Transportation Study

- Individual Road Sections within the Study Area were also analyzed;
- It was identified that pedestrian operations for all road segments is poor. The reasons for the poor ratings included the following:
  - Area of existing sidewalk widths < 1.5m
  - Areas of sidewalk discontinuity

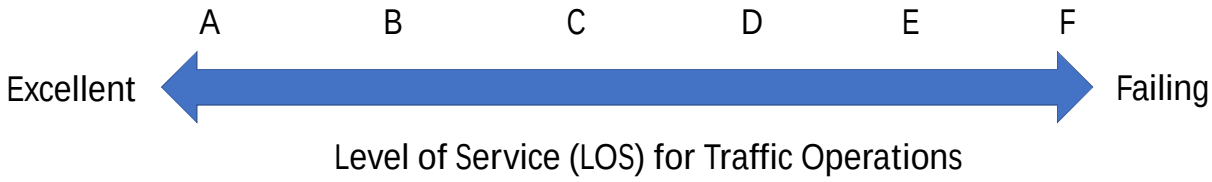
❑ ALOS = Automotive Level of Service

❑ BLOS = Bike Level of Service

❑ PLOS = Pedestrian Level of Service

Analysis of Area Road Segments

Road Name	Existing Conditions			Future Conditions 2031 (without Denison Ave Ext)			Future Conditions 2031 (with Denison Ave Ext)			Future Conditions 2041 (without Denison Ave Ext)			Future Conditions 2041 (with Denison Ave Ext)		
	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS
Denison Ave. (Park Street to West Street)	A/A	B	F	A/A	B	F	A/A	B	F	A/A	B	F	B/A	B	F
Park Street (Railroad Street to Denison Ave.)	B/B	B	F	C/C	B	F	C/C	B	F	F/D	B	F	C/C	B	F
Railroad Street (West Street to Mill Street)	C/C	B	F	F/F	B	F	F/F	B	F	F/F	B	F	F/F	B	F
Mill Street (Nelson Street to Railroad Street)	B/B	B	F	D/D	B	F	C/C	B	F	F/F	B	F	F/F	B	F
West Street (Railroad Street to Nelson Street)	A/A	B	F	A/A	B	F	A/A	B	F	A/A	B	F	A/A	B	F
Nelson Street (West Street to Mill Street)	B/B	B	F	F/E	B	F	D/D	B	F	F/F	B	F	F/F	B	F



Level of Service (LOS) for Traffic Operations

Review of Alternative Solutions

Under the provisions of the Municipal Class Environmental Assessment process, all reasonable planning alternatives to the undertaking require consideration.

The alternative planning solutions considered by the Project Team were as follows:

Alternative #1 – "Do-Nothing"

- Maintain Denison Avenue/Park Street/Mill Street configuration with no improvements other than regular maintenance

Alternative #2 – Improve Parallel Routes

- Add capacity to adjacent parallel roads such as Railroad Street and/or Nelson Street

Alternative #3 – Extension of Denison Avenue Including Active Transportation Improvements

- Construct an extension of Denison Avenue between Park Street and Mill Street with active transportation infrastructure to support pedestrian and cyclist modes of transportation

Evaluation of Alternative Solutions

Score	Impact Ranking Scale
○	High Impact
◔	Medium Impact
◑	Low Impact/Neutral After Mitigation
◕	No Adverse Impacts for this Criterion
●	Beneficial Impact/Ideal Conditions

Score	Impact Ranking Scale
○	Least Preferred (Highest Impact)
◔	
◑	
◕	
●	Most Preferred (Least Impact)

Potential Impacts			Alternative Solutions		
			Alternative #1	Alternative #2	Alternative #3
Description			"Do-Nothing"	Improve Parallel Routes	Extension of Denison Avenue Roadway including Active Transportation Improvements
			Maintain Denison Avenue/Park Street/Mill Street with no improvements other than regular maintenance	Add traffic and active transportation capacity to adjacent parallel roads (Railroad Street, Nelson Street)	Construction of an extension of Denison Avenue between Park Street and Mill Street and active transportation infrastructure to support pedestrian and cyclist modes of transportation.
Natural	1.1	Potential Impacts on Terrestrial and/or Aquatic Features (proximity to habitat features)	◕	◑	◑
			• No Impacts	• Impacts would be dependent on design of parallel road improvements.	• Impacts would be conditional on design of Denison Avenue extension alternatives.
	1.2	Potential for Impacts to Confirmed Species at Risk (SAR) and/or Significant Wildlife Habitat (SWH)	◕	◕	◕
			• No Impacts	• Impacts would be dependent on design of parallel road improvements.	• Impacts would be conditional on design of Denison Avenue extension alternatives.
Social/Economic	2.1	Property Impacts (Existing Residential, Commercial and/or Industrial Properties)	●	◕	◕
			• No Impacts	• Minor impacts dependent on the scale of improvements implemented on parallel roads	• Impacts dependent on design alternatives for this solution.
	2.2	Impact to Future Development Plans	◕	◕	◔
			• No Impacts	• No anticipated impacts	• Impacts dependent on design alternatives for this solution.
	2.3	Consistency with Planning Policies	○	○	●
			• Not consistent with goal of the City of Brampton 2015 Transportation Master Plan or Official Plan	• Not consistent with the goal of the City of Brampton 2015 Transportation Master Plan or Official Plan	• Consistent with the goal of the City of Brampton's 2015 Transportation Master Plan to extend Denison Avenue between Park Street and Mill Street. • Consistent with other City of Brampton policies providing infrastructure that supports active transportation, livable communities and moving people and goods including the Official Plan, Brampton Vision 2040 and the City's Active Transportation Master Plan
	2.4	Access (Existing and Future Land Uses)	◕	◕	◔
			• No Impacts	• No Impacts	• Impacts dependent on design alternatives for this solution.
	2.5	Neighbourhood Connectivity	○	○	●
			• Does not improve upon existing disconnection between Park Street and Mill Street for pedestrians, cyclists or vehicles	Does not improve upon existing disconnection between Park Street and Mill Street for pedestrians, cyclists or vehicles	Improves connection between Park Street and Mill Street for pedestrians, cyclists and vehicle traffic.
	2.6	Noise	◕	◕	◕
			• None of the alternatives would have any significant impact on noise levels		
	2.7	Air Quality	◕	●	●
			• None of the alternatives would have any significant impact on air quality		
	2.8	Climate Change	◕	●	●
			• No reduction from existing carbon emissions.	• Improvement of traffic capacity and flows would potentially reduce emissions	• Improvement of traffic capacity and flows would potentially reduce emissions
Cultural Environment	3.1	Archaeology	◕	◑	◕
			• No Impacts	• Impacts would be dependent on scope and design of improvements on alternative routes	• Impacts would be dependent on the design for Denison Avenue Extension.
	3.2	Built Heritage	◕	◕	◕
			• No Impacts	• Impacts would be dependent on scope and design of improvements on alternative routes	• Impacts would be dependent on the design for Denison Avenue Extension.
Technical	4.1	Local Transportation Network and Operations	◔	◑	◕
			• No capacity added to the local transportation network nor traffic reduction on parallel routes. However, existing and future traffic volumes are relatively low.	• Would improve local transportation network capacity through improvements on parallel roadways	• Would improve local transportation network by providing additional traffic capacity.
	4.2	Traffic Safety	○	○	●
			• No Improvements are provided to existing traffic safety concerns as identified in the Safety Assessment	No Improvements are provided to existing traffic safety concerns as identified in the Safety Assessment	• Opportunities to make improvements to identified traffic safety concerns.
	4.3	Provisions for Active Transportation	○	◑	●
			• None provided	• None provided	• Minor improvements to Active Transportation facilities
	4.4	Design Criteria and Geometrics	○	○	●
			• No ability to upgrade the Denison Avenue corridor to adhere to applicable design standards and current practices	• No ability to upgrade the Denison Avenue corridor to adhere to applicable design standards and current practices	• Some ability to upgrade the Denison Avenue corridor to adhere to applicable design standards and current practices dependent on preferred design alternative
Costs	5.1	Estimated Capital Cost	●	○	○
			• No Capital Costs	• High capital costs associated with improvements to parallel corridors	• High capital costs would be required
		Summary	**Not Preferred**	**Not Preferred**	**Preferred**
		Discussion	• Eliminated from further consideration • Is not consistent with goals identified in the City of Brampton's Transportation Master Plan and the goal of improving neighbourhood connections, active transportation facilities and connections to local transit infrastructure	• Eliminated from further consideration • Is not consistent with goals identified in the City of Brampton's Transportation Master Plan and the goal of improving neighbourhood connections, active transportation facilities and connections to local transit infrastructure	• Recommended as a Preferred Solution • Consistent with goals of the City's Transportation Master Plan and goal of improving neighbourhood connections, active transportation facilities and additional local network transportation capacity

Review of Alternative Designs for Denison Avenue Extension

Once the preferred Solution to extend Denison Avenue was selected a number of Design Options for the extension were developed, reviewed and evaluated.

Alternative #1 – Extension at South End of 45 Railroad Street Development

- Utilizes proposed extension of Denison Avenue at south end of the 45 Railroad Street property
- This alignment is conceptualized into the current site plan of 45 Railroad Street

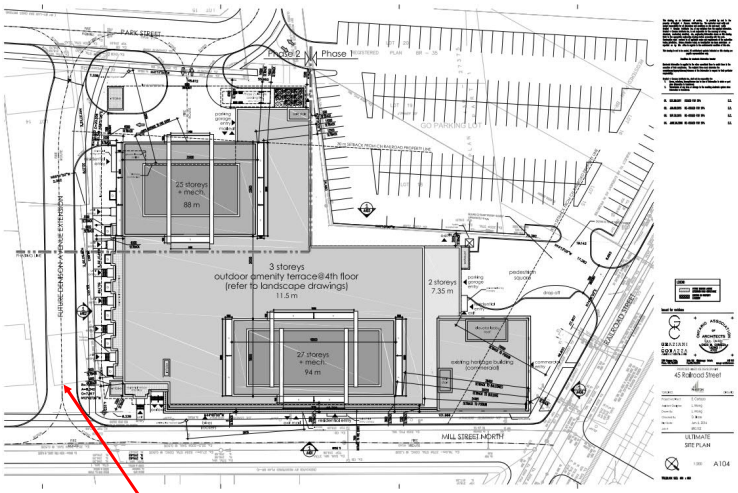
Alternative #2 – Extension at South End of 45 Railroad Street with Realignment West of Park Street

- Utilizes proposed extension of Denison Avenue at south end of the 45 Railroad Street property
- Re-alignment of Denison Avenue west of Park Street to improve roadway geometrics
- New at-grade crossing of rail line, crossing angle compliant with Transportation Canada guidelines (70º to 110º)

Alternative #3 – Extension through Middle of 45 Railroad Street Development

- Extends Denison Avenue straight through the 45 Railroad Street Development in a more “typical” alignment

45 Railroad Street Site Plan



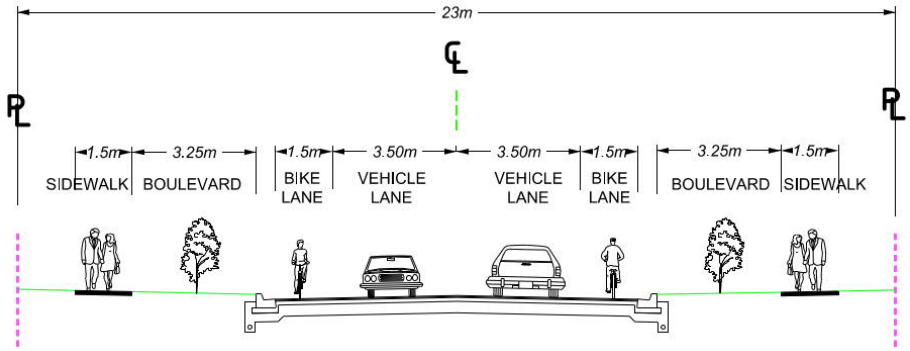
Review of Alternative Designs for Denison Avenue Extension

Preliminary Preferred Cross-Section for the Denison Avenue Extension

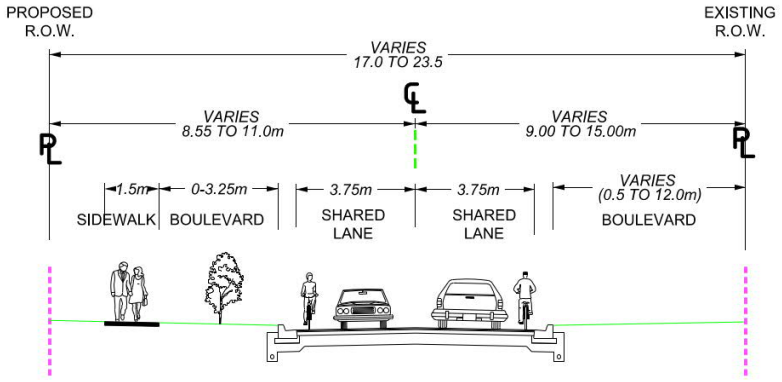
- The City's Standard Cross-Section for a Minor Collector Roadway has the following;
  - 23 m wide Right-of-Way (ROW)
  - 1.5m wide on-road bike lanes on both sides
  - 1.5m sidewalks on both sides
  - 3.25m width boulevard

- The Preliminary Preferred Cross-Section is a modified version of the City Standard in order to avoid property impacts and fit with the proposed 45 Railroad Street development, would have the following;
  - Variable Right-of-Way width
  - 1.5m sidewalks on north side only
  - Wider shared vehicle/cycle (sharrow) lanes in lieu of separate on-road bike lanes

City of Brampton Standard Cross-Section



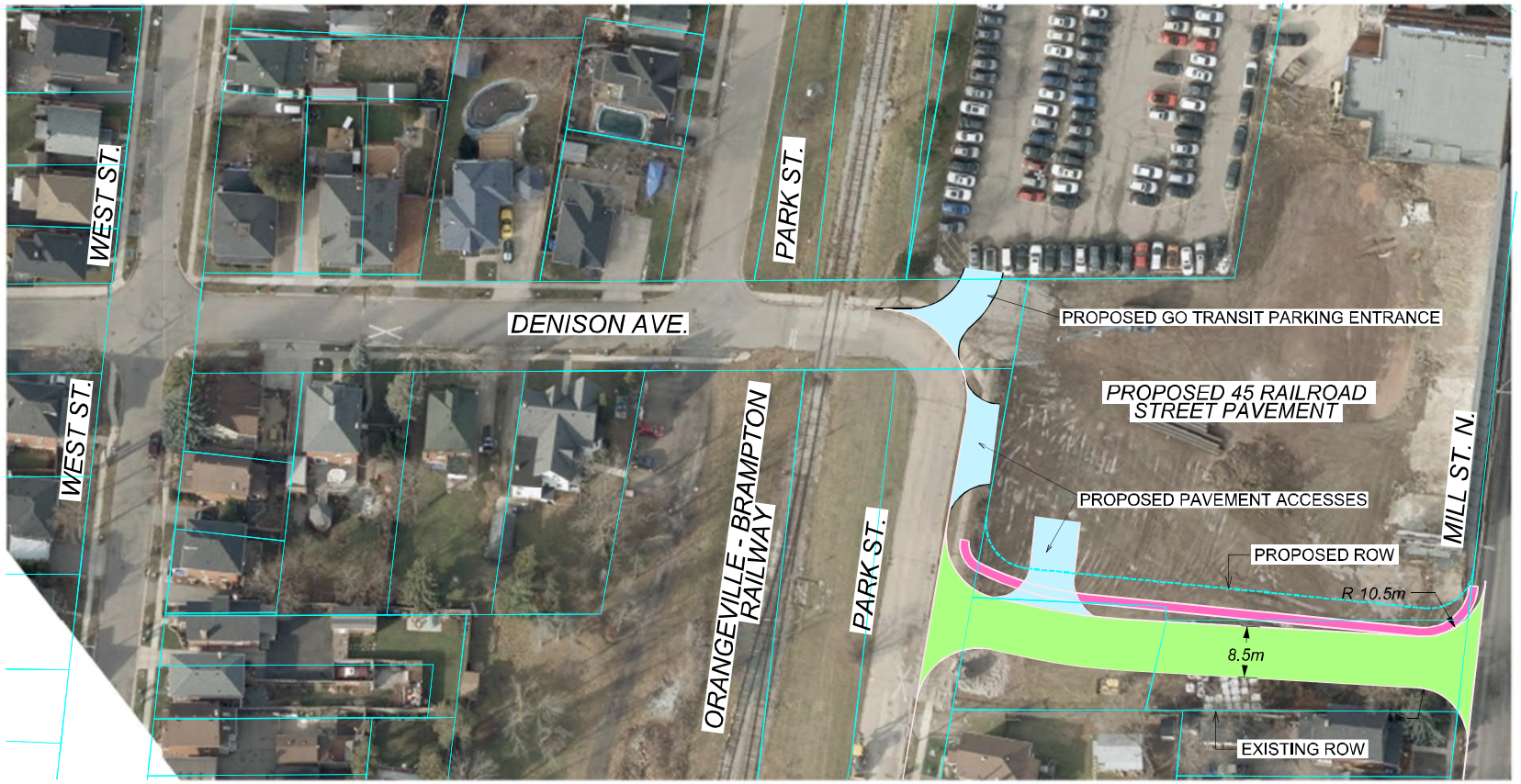
Preliminary Preferred Typical Cross-Section



The Standard Cross-Section would be subject to future development application(s) and property acquisition

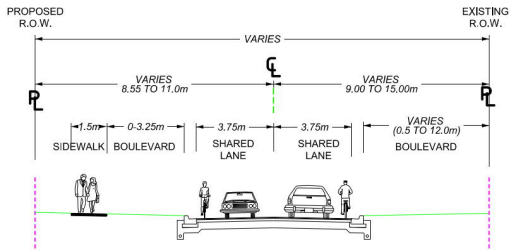
Denison Avenue, Park Street to Mill Street

Municipal Class Environmental Assessment



LEGEND

- PROPOSED PAVEMENT
- PROPOSED ENTRANCE
- PROPOSED SIDEWALK
- ------- PROPOSED ROW



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Public Works & Engineering
Capital Works

DENISON AVENUE EXTENSION

EA STUDY

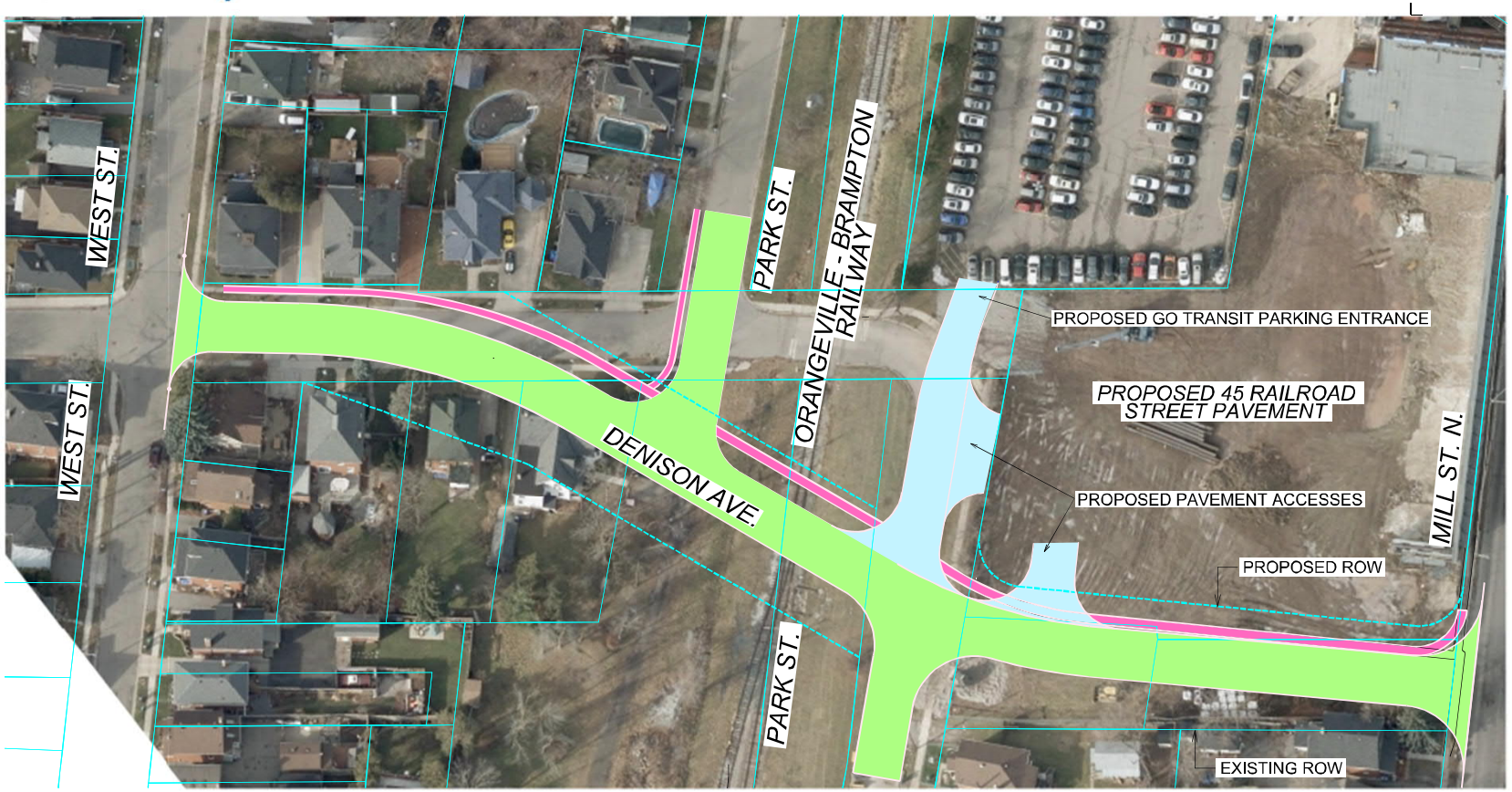
ALTERNATIVE DESIGN 1

SCALE:	1:1000	DATE:	MAY 24, 2019

LAST UPDATED: MAY 24, 2019

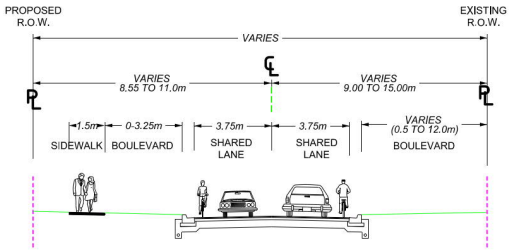
Denison Avenue, Park Street to Mill Street

Municipal Class Environmental Assessment



LEGEND

- PROPOSED PAVEMENT
- PROPOSED ENTRANCE
- PROPOSED SIDEWALK
- PROPOSED ROW



Public Works & Engineering
Capital Works

DENISON AVENUE EXTENSION

EA STUDY

ALTERNATIVE DESIGN 2

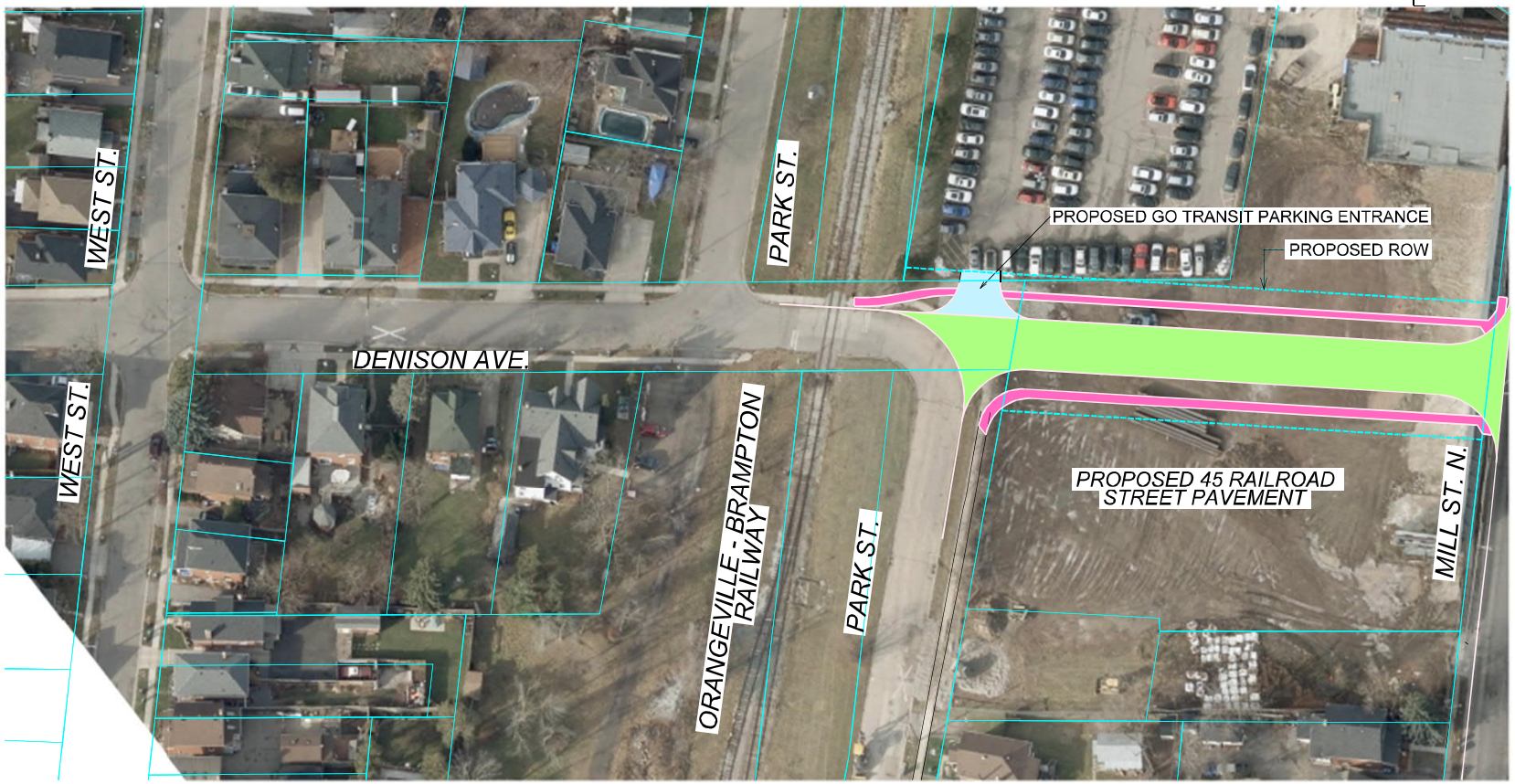
SCALE: 1:1000

DATE:

LAST UPDATED: 21 SEP 16 - PMZ

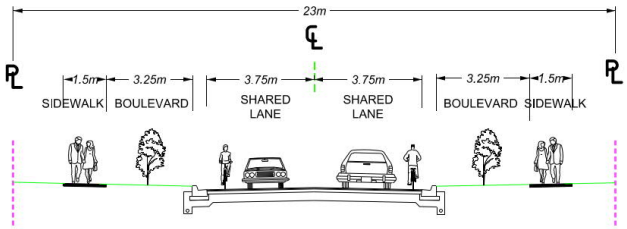
Denison Avenue, Park Street to Mill Street

Municipal Class Environmental Assessment



LEGEND

- PROPOSED PAVEMENT
- PROPOSED ENTRANCE
- PROPOSED SIDEWALK
- ------- PROPOSED ROW



BRAMPTON Flower City — Public Works & Engineering — Capital Works

DENISON AVENUE EXTENSION

EA STUDY

ALTERNATIVE DESIGN 3

SCALE: 1:1000 DATE:

LAST UPDATED: 21 SEP 16 - PMZ

Evaluation of Design Alternatives

Score	Impact Ranking Scale
○	High Impact
◔	Medium Impact
◑	Low Impact/Neutral After Mitigation
◕	No Adverse Impacts for this Criterion
●	Beneficial Impact/Ideal Conditions

Score	Impact Ranking Scale
○	Least Preferred (Highest Impact)
◔	
◑	
◕	
●	Most Preferred (Least Impact)

Potential Impacts			Design Alternatives		
			Alternative #1	Alternative #2	Alternative #3
Description			Realignment at South End of 45 Railroad Street Property	Realignment West of Park, Across OBG Rail Line	Extension of Denison straight through 45 Railroad St. Property
Natural	1.1	Potential Impacts on Terrestrial and/or Aquatic Features (proximity to habitat features)	●	●	●
			• None	• None	• None
	1.2	Potential for Impacts to Confirmed Species at Risk (SAR) and/or Significant Wildlife Habitat (SWH)	●	●	●
			• None	• None	• None
Social/Economic	2.1	Property Impacts (Existing Residential, Commercial and/or Industrial Properties)	●	○	○
			• No Direct Impact or Displacement of any existing properties	• Displaces three (3) residential properties (1 Denison Avenue, 3 Denison Avenue, 5 Denison Avenue) required to accommodate the proposed 23m ROW required for new roadway.	• Direct impact to one (1) property (45 Railroad Street) to accommodate 23m ROW for new roadway. (see below for Impact to Future Development Plans)
	2.2	Impact to Future Development Plans	◕	○	○
			• Extension of Denison Avenue would be in alignment provided by developer of 45 Railroad Street property and has been accommodated by approved site plan design.	• Extension of Denison Avenue would be in alignment provided by developer of 45 Railroad Street property and has been accommodated by approved site plan design.	• High impact to current (approved and under construction) site development of 45 Railroad Street property. Site plan would require complete re-design.
	2.3	Consistency with Planning Policies	●	●	●
			• Consistent with the City of Brampton Transportation Master Plan (2015) goal of extending Denison Avenue between Park Street and Mill Street; • Consistent with City of Brampton 2040 Planning Vision and Official Plan (2015) goals of providing infrastructure that supports active transportation, livable communities and moving people and goods.		
	2.4	Access (Existing and Future Land Uses)	◕	●	◑
			• The extension of Denison Avenue will provide better direct access for existing residents on Park Street and/or Mill Street. It will also provide more direct access for pedestrians and cyclists. • The extension of Denison Avenue at the south end of the 45 Railroad Street property will provide access to the south end of the development via a new driveway entrance.	• The extension of Denison Avenue will provide better direct access for existing residents on Park Street and/or Mill Street. It will also provide more direct access for pedestrians and cyclists. • The extension of Denison Avenue at the south end of the 45 Railroad Street property will provide access to the south end of the development via a new driveway entrance. • Some reconfiguration of the proposed west access to the 45 Railroad Street development and south access to the GO Transit parking lot would be required.	• The extension of Denison Avenue will provide better direct access for existing residents on Park Street and/or Mill Street. It will also provide more direct access for pedestrians and cyclists. • New access points would be required for the GO Transit parking area and revised site plan for 45 Railroad Street property
	2.5	Neighbourhood Connectivity	●	●	●
			• Improves connection between Park Street and Mill Street for pedestrians, cyclists and vehicle traffic.	• Improves connection between Park Street and Mill Street for pedestrians, cyclists and vehicle traffic.	• Improves connection between Park Street and Mill Street for pedestrians, cyclists and vehicle traffic.
	2.6	Noise	◑	◑	◑
	2.7	Air Quality	◑	◑	◑
			None of the alternatives would have any impact on existing noise or air quality.		
	2.8	Climate Change	●	●	●
			All the alternatives would improve traffic flow by adding capacity and reducing traffic on parallel routes which would provide an overall marginal improvement on carbon emissions		
Cultural Environment	3.1	Archaeology	◕	◑	◕
			• No identified archaeological concerns for this alternative.	• Additional investigation (Stage 2 survey) would be required for realigned section of Denison Avenue.	• No identified archaeological concerns for this alternative.
	3.2	Built Heritage	◕	○	○
			• No identified Built Cultural Heritage resource impacts.	• Impact to property listed on City of Brampton's Municipal Registry of Cultural Heritage Resources (1 Denison Avenue) • Impact to property identified by City of Brampton as Potential Property of Interest (3 Denison Avenue)	• Impact to 45 Railroad Street east façade (currently being preserved for incorporation into new development)
Technical	4.1	Local Transportation Network and Operations	◕	●	●
			• All the alternatives would improve local transportation network capacity and would reduce traffic on parallel routes. However, generally the existing and projected future traffic volumes are low. • Provides new connection between Park Street and Mill Street. Creates jog in Denison Avenue alignment west of Park Street and new roadway that is not ideal for connecting Denison Avenue west of Park Street with Mill Street.	• Provides new connection between Park Street and Mill Street. Eliminates jog in Denison Avenue alignment west of Park Street and new roadway. • Provides improved or new access for homes/properties along Denison including new development at 45 Railroad Street.	• Provides new connection between Park Street and Mill Street. Ideal for connecting Denison Avenue west of Park Street with Mill Street. • Does not provide additional connection for homes/properties along Denison. Eliminates proposed accesses for 45 Railroad Street development as well as GO Transit parking area.
	4.2	Traffic Safety	◑	●	●
			• Existing concerns regarding the proximity of the proposed GO Transit parking lot access to the at-grade rail crossing as well as the 45 Railroad Street development access onto the Park-Mill Street curve would remain, however opportunities to mitigate these concerns would be available	• Realignment of Denison Avenue west of Park Street would provide opportunities to address identify traffic safety concerns with the at-grade rail crossing and access points for GO Transit parking lot and 45 Railroad Street development.	• Realignment of Denison Avenue through the 45 Railroad Street property would provide an opportunity to review and revise access point for GO Transit parking lot area as well as the 45 Railroad Street development. Identified concerns with the existing at-grade rail crossing would still need addressing.
	4.3	Provisions for Active Transportation	●	●	●
			• Alternatives provide provisions for active transportation facilities as per active transportation recommendations in the City's Transportation Master Plan and Active Transportation Plan.		
	4.5	Design Criteria and Geometrics	◕	●	◕
			• A modified City of Brampton design criteria for a Minor Collector roadway were used to develop the roadway extension plan. Proposed ROW requirements and cross-section elements based on the City's requirements and standards were adjusted to avoid property impacts as well as provide consistency with features on connecting roadways. • The jog in the alignment would utilize the existing bend from Denison Avenue to Park Street which is sub-standard.	• A modified City of Brampton design criteria for a Minor Collector roadway were used to develop the roadway extension plan. Proposed ROW requirements and cross-section elements based on the City's requirements and standards were adjusted to avoid property impacts as well as provide consistency with features on connecting roadways. • The realignment of Denison Avenue west of Park Street would cross the existing OBR rail line at 110° to meet minimum standards. • The proposed 45 Railroad Street access and proposed GO Transit parking area access would require revision.	• A modified City of Brampton design criteria for a Minor Collector roadway were used to develop the roadway extension plan. Proposed ROW requirements and cross-section elements based on the City's requirements and standards were adjusted to avoid property impacts as well as provide consistency with features on connecting roadways. • The proposed 45 Railroad Street access and proposed GO Transit parking area access onto Park Street/Denison Avenue would need to be relocated/adjusted
	4.6	Orangeville-Brampton Rail Line Crossing	◑	◔	◑
			• No new or relocated crossing of OBR rail line would be required as part of this alternative design. • Upgrades to the existing at-grade crossing to upgrade crossing to meet Transport Canada guidelines for at-grade rail crossings would still be required.	• Realignment of Denison Avenue, west of Park Street, would require a new relocated crossing of the OBR rail line. • Design standards require that any new crossing of a rail line be between 70-110° angle per current Transportation Canada guidelines for at-grade rail crossings	• No new or relocated crossing of OBR rail line would be required as part of this alternative. • Upgrades to the existing at-grade crossing to upgrade crossing to meet Transport Canada guidelines for at-grade rail crossings would still be required.
	4.7	Storm Water Management/Drainage	◕	●	◕
			• Opportunities to provide improvements to local drainage as part of new road construction to improve storm water management in the area. • Improvements would be limited extension through 45 Railroad Street property only.	• Opportunities to provide improvements to local drainage as part of new road construction to improve storm water management in the area.	• Opportunities to provide improvements to local drainage as part of new road construction to improve storm water management in the area. • Improvements would be limited extension through 45 Railroad Street property only.
	4.8	Utilities	◑	◑	◑
			• Minor impacts to existing above-ground utilities (hydro, streetlighting)	• Minor impacts to existing above-ground utilities (hydro, streetlighting)	• Minor impacts to existing above-ground utilities (hydro, streetlighting)
Cost and Construction	5.1	Estimated Construction Cost	◑	◔	◑
			Est. $340,000	Est. $1,400,000	Est. $840,000
	5.2	Property Costs (see also Property under Socio-Economic Impacts)	◑	○	○
			Moderate	High	High
	5.3	Construction Staging	◑	◔	◕
			• Construction of roadway extension between Park Street and Mill Street could potentially be done in tandem with 45 Railroad Street development. • Construction would have minor impacts to existing Denison, Park and/or Mill Street function and only minor interruption of OBR rail line operations while improvements to the existing crossing are made.	• Construction of roadway extension between Park Street and Mill Street could potentially be done in tandem with 45 Railroad Street development. • Realignment of Denison Avenue, west of Park Street would require disruption to OBR rail operations for duration of work through rail ROW. • Denison Avenue west of Park Street may require closure/restricted access for realignment and reconstruction.	• Construction of roadway extension between Park Street and Mill Street could potentially be done in tandem with 45 Railroad Street development (expected re-design of site)
		Summary	Preferred	Not Preferred	Not Preferred
		Reasoning	• Option #1 provides an improvement on neighbourhood connectivity, active transportation facilities and access while avoiding major impacts to existing residential properties and/or proposed developments.	• Option #2 provides improvement on neighbourhood connectivity, active transportation facility and access. However, the identified impacts to existing residential properties and the Orangeville-Brampton rail line at-grade crossing are significant and a significant cost. As such, this option is not preferred.	• Option #3 provides improvement on neighbourhood connectivity, active transportation facility and access. Option #4 also represents the ideal alignment for the Denison Avenue Extension. However, the identified impact to the proposed 45 Railroad Street development would be significant and require a complete redesign of that project at significant expense.

Next Steps

The next steps for the Class Environmental Assessment Study are:

- Review comments and suggestions received from the public and agencies and incorporate into the study, as appropriate and respond to written questions and comments as requested;
- Confirm the Preliminary Preferred Design Alternative for the Denison Avenue Extension
- Carry out the preliminary design for the Denison Avenue Extension
- Complete additional technical studies including an Illumination Report, Stormwater Management Report and Phase I Environmental Site Assessment
- Completion and filing of the Environmental Project Report by December 2019 for 30 day public review

Please Provide Your Feedback

Thank you for attending the Stakeholder Group Meeting.

Public Input is an essential component of the decision-making process.

Please provide us with any comments you have relating to the study and the information presented tonight by completing a comment sheet tonight or by Friday, September 27, 2019.

If you have any questions or comments after tonight's meeting, please contact either of the following:

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Please Provide Your Feedback

Thank you for attending the Public Information Centre.

Public Input is an essential component of the decision-making process.

Please provide us with any comments you have relating to the study and the information presented tonight by completing a comment sheet tonight or by Friday October 4, 2019.

If you have any questions or comments after tonight's meeting, please contact either of the following:

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