

Appendix F5

Record of Consultation - PIC Summary Report



KEN WHILLANS DRIVE EXTENSION MUNICIPAL CLASS EA

Public Information Centre Summary Report - FINAL

July 2022

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1.0 Introduction

The City of Brampton (the “City”) has retained Parsons Inc. (“Parsons”) to complete a Schedule “B” Municipal Class Environmental Assessment (EA) for the extension of Ken Whillans Drive south of Church Street East (Figure 1). This study is being undertaken to support the City’s vision to revitalize the Downtown Brampton area and to encourage more multi-modal travel including walking, cycling, etc. The EA study will consider opportunities that support the future use of the area and facilitate active transportation.

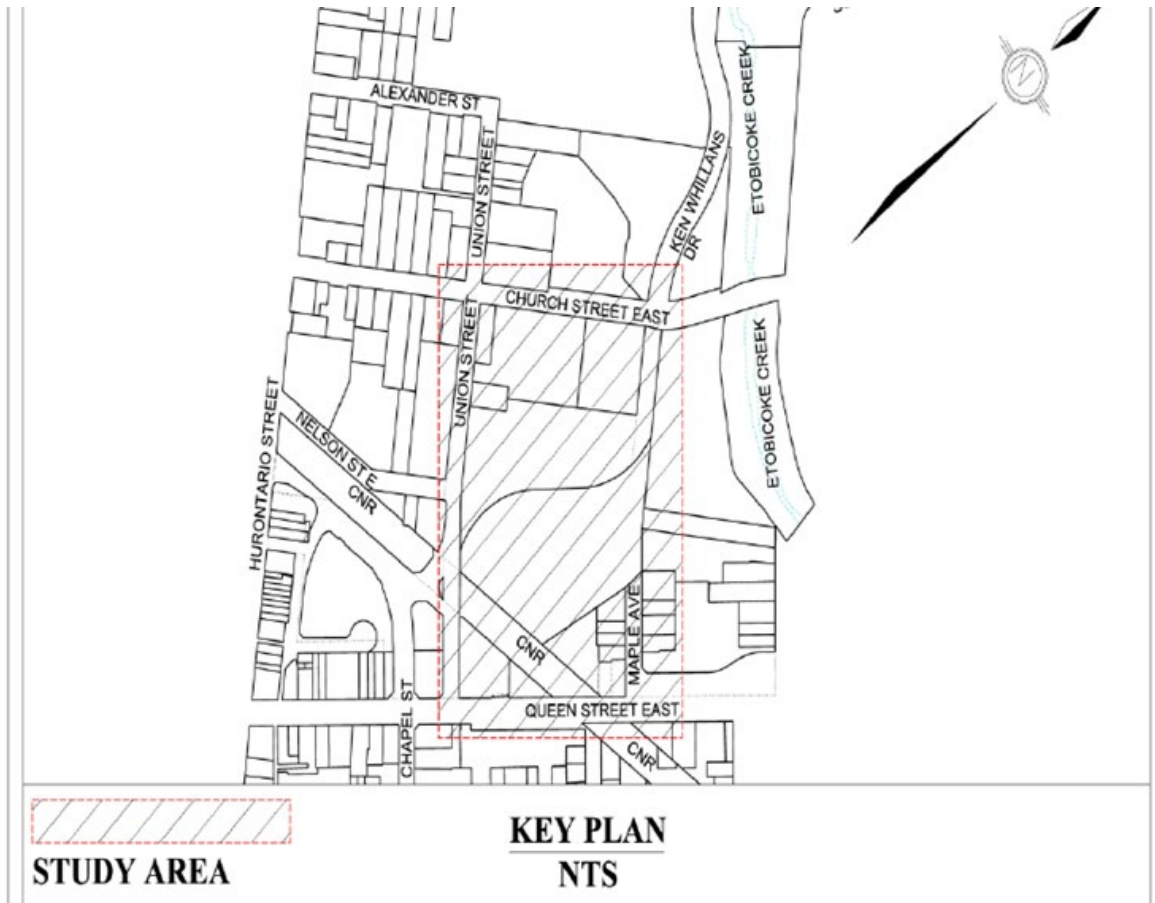


Figure 1. Study Area

The City of Brampton held an Online Public Information Centre (PIC) for this EA study from April 28th, 2022 to May 27th, 2022. The PIC held virtually through the City’s project webpage where PIC materials were posted online for interested stakeholders and the public to review. The comment period was open for the whole duration of the PIC.

This PIC was held to present and receive feedback on the Class EA, which includes information regarding the existing conditions in the study area and the identification, evaluation, and selection of Alternative Solutions and Design Concepts. The PIC provided an opportunity for interested and/or potentially affected stakeholders to participate in the planning and decision-making process. The comments received will assist the Project Team in refining the project, if required.

2.0 Notification

As per the Municipal Class EA, notification is given to the public of upcoming PICs. A Notice of PIC was prepared and the following steps were taken to notify the public and interested stakeholders:

- Publications
 - *The Brampton Guardian* on April 28, 2022 and May 5, 2022
- Via Mail and Email to:
 - Technical Agencies
 - Indigenous Communities
 - Stakeholders, including residents and businesses on the project contact list
 - Residents adjacent to the study area through property owner list provided by the City (approximately 268 notices)
- Online
 - City of Brampton's project website

The notification materials for the PIC can be found in **Appendix A**.

3.0 Displays and Distributed Materials

For the duration of the PIC, the following materials were posted on the project website and available for viewing or download:

- Notice of PIC
- PIC Display Boards
- PIC Video Voiceover of the PIC Display Boards (link to Youtube video posted on project website)
- Preliminary Design Plans
- Comment Form

Display boards were used at PIC to present the following information:

- | | |
|---|--|
| <ul style="list-style-type: none"> • Study Area Overview • Public And Technical Agency Consultation • Municipal Class Environmental Assessment Process • Relevant Plans and Studies • Riverwalk Area Urban Design Master Plan (UDMP) • Problem / Opportunity Statement • Technical Studies Completed for The Class EA • Existing Road and Traffic Conditions • Existing Natural Environment • Existing Cultural Environment • Existing Archaeological Resources • Evaluation Criteria | <ul style="list-style-type: none"> • Alternative Solutions • Evaluation Of Alternative Solutions • Street Design Options • Evaluation Of Street Design Options • Preferred Street Design Option – Shared Street • Street Alignment Considerations • Preferred Preliminary Design • Other Preliminary Design Features • Natural Environmental Impacts and Mitigation • Cultural Environmental Impacts and Mitigation • Other Impacts and Mitigation Measures • Next Steps • How You Can Get Involved |
|---|--|

The display materials are provided in **Appendix B**.

4.0 Attendance and Summary of Comments

The PIC involved the posting of the PIC materials on the project website and opening an online comment form for 30 days, from April 28, 2022 to May 27, 2022. Anyone interested in the project could access the materials (described in Section 3.0) through the website and were also encouraged to provide feedback on the study and the display boards using the comment form available on the website. The comment form contained space for comments and also for the respondent to provide their contact information. In total 15 responses (emails or comment form submissions) were received for the project during the 30-day comment period. The comments and responses are included in **Appendix C** and summarized in **Table 1** below.

Table 1. Public Information Centre – Comment Summary

Topic	Comment Summary	Response
Greenspace / Park space	The green space associated with Rosalea Park should be preserved and should not be impacted. This recreational space is valued and used by the community.	Rosalea Park is a very important component of the Downtown open space system. The Riverwalk plans include revitalizing and improving on the existing green space and open space in Rosalea Park, including enhancing Etobicoke Creek north of Church Street and providing more park amenities to improve the public's access to enjoy Etobicoke Creek. Rosalea Park and its associated greenspace will be maintained. The alignment of the extension will not cut through the centre of the park. The alignment follows primarily the existing paved entrance at YMCA and the existing pathways on the west side of Rosalea Park.
	Green space is important to maintaining ecological areas and functions.	
	Questions about the number of large trees that will be impacted by the project.	
Riverwalk Project / Revitalization of Rosalea Park	Inquired where people will park to utilize the proposed bandshell.	The bandshell has been removed from the conceptual plans for Rosalea Park. As this is located in downtown Brampton, visitors to the area are encouraged to use active transportation or transit to travel downtown.
	Support for the Ken Whillans Drive extension to support downtown revitalization and access to Riverwalk.	Noted.
Construction Impacts	Concerned with dust and dirt impacts to their building during construction. Inquired what the City will do to mitigate and clean up these impacts.	There will be temporary impacts during the construction of the extension. Standard construction best management practices will be implemented during construction to minimize and mitigate impacts onto adjacent properties, including dust, noise, and vibrations. Concerns and complaints can be made during construction to the City if residents feel that they are being negatively impacted and the City can investigate the matter at that time.
	Concerned with vibration impacts to their building during construction.	
	Can residents recoup costs associated with construction impacts?	
	Concerned with the duration and noise resulting from construction.	
Property	Concerned with direct physical impacts to the property driveway associated with the works on Church Street.	Impacts along Church Street are associated with the Downtown Brampton Flood Protection (DBFP) project not the Ken Whillans Drive Extension project, which begins south of the Church Street / Ken Whillans Drive intersection. As part of the DBFP project, the grade of Church Street will be raised as the Church Street bridge over Etobicoke Creek needs to be raised to address the flooding risk of the bridge.
Traffic and Road Safety	New roads will add traffic to the Union/Nelson area which will increase congestion. No new roads are needed.	Ken Whillans Drive Extension will not be a traditional road used to move cars, but instead a pedestrian streetscape with the ability to host public events.

	The existing intersection at Church Street and Ken Whillans Drive is dangerous as vehicles often run the stop signs. Concerns for pedestrian use at this intersection. Concerns with the speed and amount of vehicles. Suggestions for speed mitigation measures, such as speed bumps, would be required to slow traffic down	The design of this road will not be a conventional road. The use of pavers and streetscaping will reduce the speed of both bicycles and cars using this extension. Other speed mitigation design methods, such as speed bumps, can be reviewed during detailed design.
	Concerns that the Ken Whillans Drive Extension will encourage more cyclists to speed around pedestrians making for an unsafe environment.	Cyclists can use the existing pathways in Rosalea Park. The extension will improve on the current situation providing clear zones for cyclists and pedestrians and making it easier to determine where and when to check for cyclists when crossing.
	What are the time savings for traffic with the road extension and is it worth the cost?	As the purpose of the road extension is not to improve vehicular traffic, there is no improvement for time savings for traffic.
	If the purpose is to turn Rosalea Park into a public space, the road extension should be for cyclists and pedestrians only. Cars do not support the use of a public space and a naturalized park. If there needs to be vehicular access, the road should only be open for those moments and kept closed the rest of the time.	The road can be closed during large events. For times outside of large events, the road can be closed on an as needed basis.
	If the purpose of the extension is to improve vehicular connectivity, no improvements are offered.	The purpose is not to improve vehicular connectivity but connectivity for pedestrians and cyclists access to the park.
Adjacent Projects	Please consider any impacts or constraints to the design and implementation in relation to the Downtown Brampton Flood Protection EA outcomes.	Comment acknowledged.
Cost	What is the cost of the project?	The preliminary estimated cost of the extension is shared in the Project File Report.

5.0 Conclusion

After the PIC, the Project team reviewed the questions and comments received from the attendees and provided responses where required. The key topics of comments received include:

1. Rosalea Park / green space should be preserved for the community to enjoy.
2. The road extension will result in increased traffic congestion and vehicular speeds in the area, thereby making it less safe for pedestrians. Increased traffic in the vicinity of a park is unsafe and makes the park less enjoyable.
3. Concerns with impacts and duration of construction given the proximity of many residences.

The PIC helped the Project Team become more aware of concerns, questions, and issues about the Project and they have been incorporated into the Project, as appropriate.

Appendix A

PIC Notification Materials

Public Notice

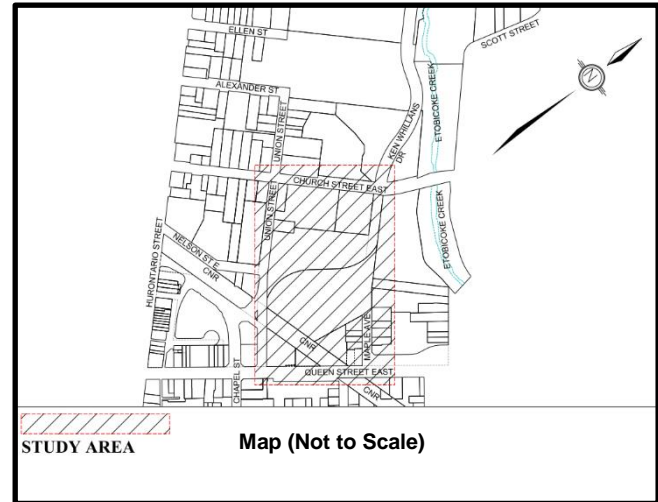
NOTICE OF ONLINE PUBLIC INFORMATION CENTRE

Municipal Class Environmental Assessment Study for Ken Whillans Drive Extension (South of Church Street)

The City of Brampton has initiated a Schedule 'B' Municipal Class Environmental Assessment (Class EA) for Ken Whillans Drive Extension, south of Church Street (see map).

The EA Study will evaluate traffic and connectivity needs; identify alternative road alignments, safety and operational improvements, land use implications, active transportation considerations, natural environment impacts and mitigation measures.

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



Online Public Information Centre

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

The City is committed to informing and engaging the public on Ken Whillans Drive Extension (South of Church Street) Class EA and will be posting Public Information Centre content on the City's website starting **April 28, 2022 to May 27, 2022**.



How to Participate:

Step 1: Visit www.brampton.ca/Ken_Whillans_Dr_Extension-EA by using your computer or scan the QR code using mobile phone.

Step 2: View the material and complete the comment form provided on the website by **Friday, May 27, 2022**

Comments Invited

If you are unable to participate online, please leave a voicemail with your name and phone number and a member of the project team will contact you for your input. If you have any questions or comments regarding the study, or wish to be added to the study mailing list, please contact either of the following project members:

Ghaz Mohammad, M.Eng., P.Eng., PMP
City Project Manager
Public Works & Engineering, City of Brampton
1975 Williams Parkway, Brampton, ON L6S 6E5
T: 905 874 2949
Fax: 905 874 2505
Email: ghazanfar.mohammad@brampton.ca

Altaf Hussain, P.Eng.
Consultant Project Manager
Parsons Inc.
1393 North Service Road E, Oakville ON L6S 6E5
Call: 647 649 5023
Email: Altaf.Hussain@parsons.com

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. This notice was first issued on **April 28, 2022**.

From: [Chan, Salina \[NN-CA\]](#)
To: [Chan, Salina \[NN-CA\]](#)
Cc: [Hussain, Altaf \[NN-CA\]](#); [Mohammad, Ghazanfar](#)
Bcc:
Subject: Ken Whillans Drive Extension Municipal Class Environmental Assessment - Notice of Online Public Information Centre
Date: Wednesday, April 27, 2022 1:20:00 PM
Attachments: [image001.png](#)
[Ken Whillans Dr Ext EA - Notice of PIC - FINAL.pdf](#)

Good afternoon,

The City of Brampton is holding an Online Public Information Centre (PIC) for the Ken Whillans Drive Extension Municipal Class Environmental Assessment starting Thursday, April 28 to Friday, May 27. The PIC will be held online on the City's [Project Website](#) and all PIC materials will become available starting tomorrow Thursday April 28. The comment period will be open until May 27, 2022. For more details, please refer to the attached notice.

Please let us know if there any issues with accessing and viewing the materials.

Thank you and we look forward to hearing from you,

Salina Chan
Environmental Planner
625 Cochrane Drive, Suite 300 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - M: 647.465.3000

Appendix B

Display Materials

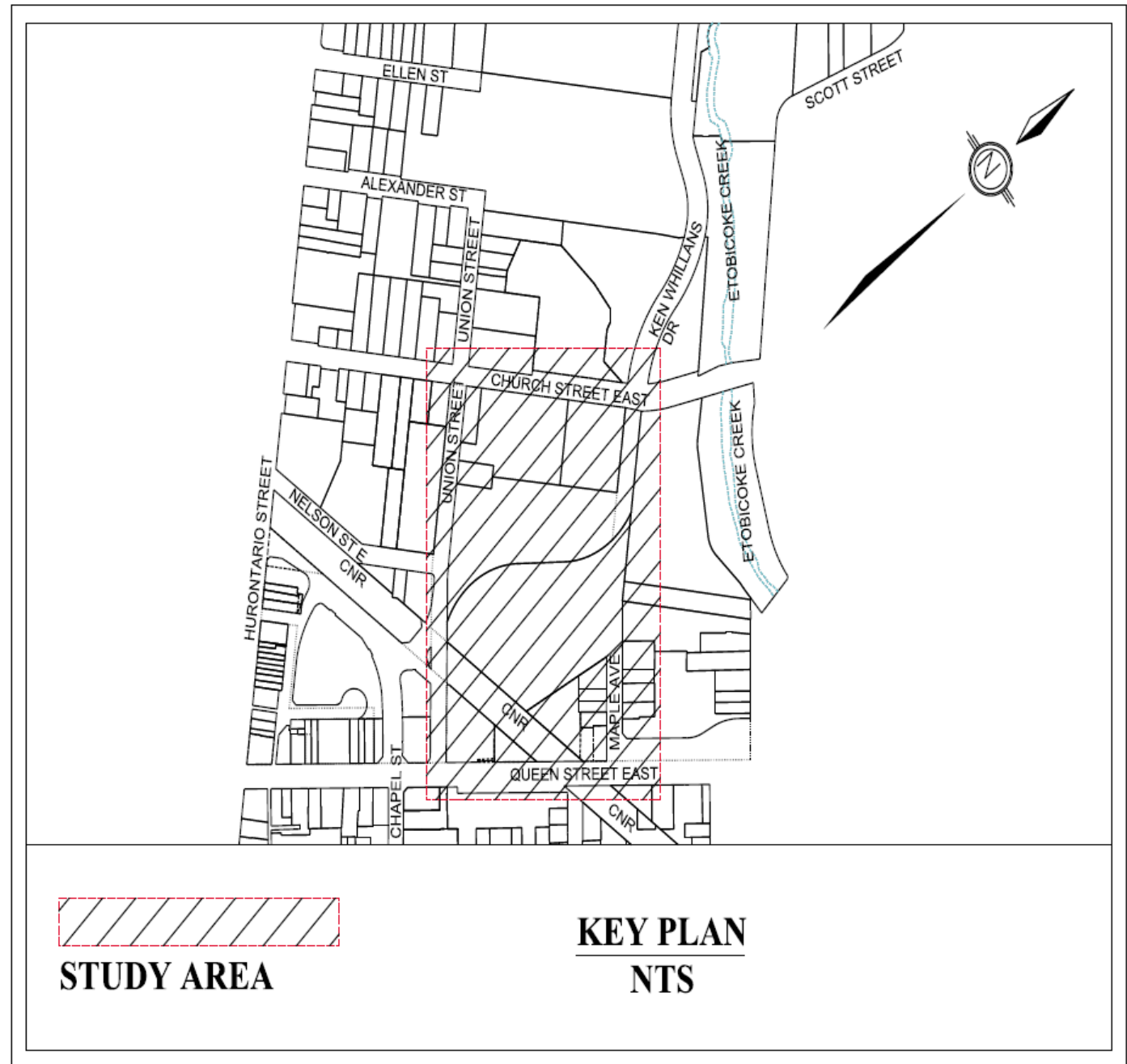


KEN WHILLANS DRIVE EXTENSION (SOUTH OF CHURCH STREET) MUNICIPAL CLASS EA

**ONLINE PUBLIC INFORMATION CENTRE (PIC)
APRIL 28, 2022 – MAY 27, 2022**

STUDY AREA OVERVIEW

- The City of Brampton is undertaking a Schedule 'B' Municipal Class Environmental Assessment (MCEA) study for the extension of Ken Whillans Drive south of Church Street.
- The study area includes Rosalea Park, YMCA, and a mix of residential, institutional and greenspace areas.



PUBLIC AND TECHNICAL AGENCY CONSULTATION

KEY CONSULTATION MILESTONES

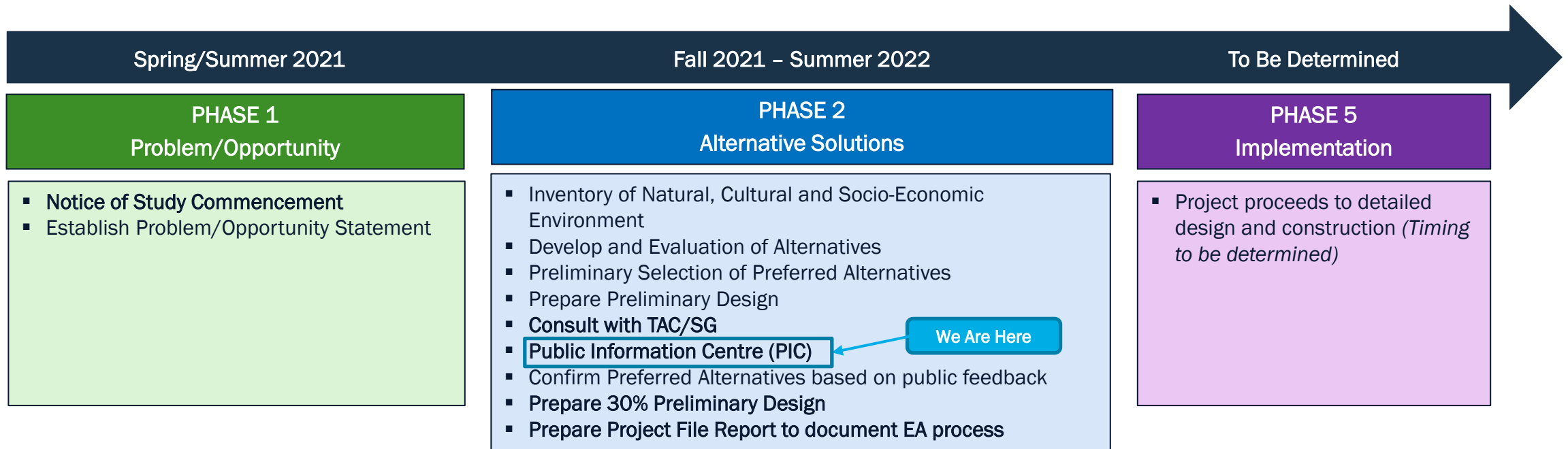
- Notice of Study Commencement issued in February 2021 to local residents and businesses, technical agencies and Indigenous Communities
- Technical Agency Committee (TAC) on March 1 to present findings
- Stakeholder Group (SG) on April 7 to present findings
- Online Public Information Centre (PIC) being held April 28 to May 27, 2022 to present the project and the preferred preliminary design concept

PURPOSE OF THIS PIC

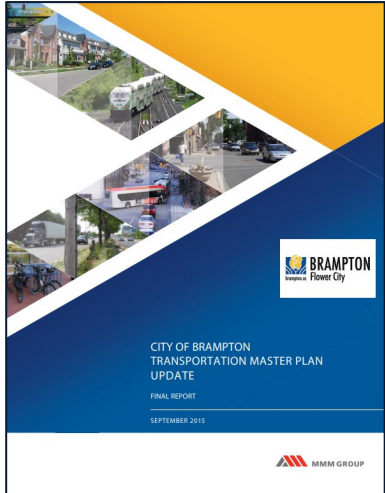
- Provide background on the project
- Outline existing conditions in the study area
- Present alternatives considered and evaluated
- Present the preferred preliminary design concept
- Summarize key impacts and mitigation measures of the preliminary design
- Provide an opportunity for the public to review the project information and provide questions and comments

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS

- A Municipal Class Environmental Assessment (MCEA) is an approved process under the Ontario *Environmental Assessment Act* for municipal infrastructure projects such as road works.
- The MCEA process allows for a transparent decision making and alternative evaluation process while also giving consideration to the protection of the natural, cultural, social and economic environment. This project has been determined to fall under a Schedule 'B' project which requires completion of Phases 1 and 2 of the MCEA.
- At the end of the study, a Project File Report (PFR) will be prepared to document the MCEA process and preferred alternatives. The PFR will be made available for a 30-day public review period.

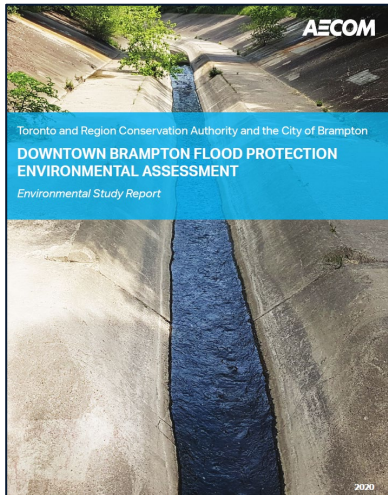


RELEVANT PLANS AND STUDIES



City of Brampton Transportation Master Plan (TMP)

- The TMP, which was updated in 2015, looks at existing and forecasted traffic volumes and patterns across the entire City and considers future development and other transportation improvements. The TMP identifies a 2-lane extension of Ken Whillans Drive south from Church Street to Nelson Street and an ‘off-road trail’ following along the proposed alignment.

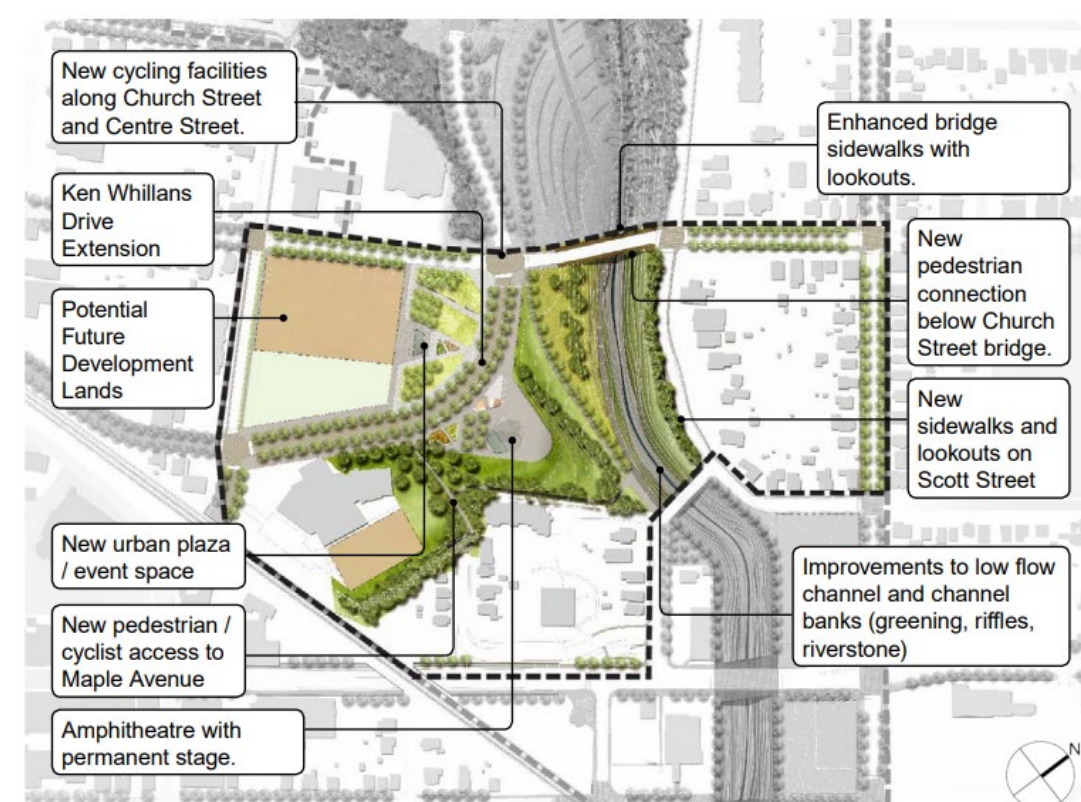


Downtown Brampton Flood Protection (DBFP) EA (completed in 2020)

- Study to reduce flood risk in the Downtown Brampton core to allow the area to reach its potential for urban growth and development. Also considers opportunities to enhance the natural environment, particularly revitalizing Etobicoke Creek.
- Recommendations included widening and deepening the creek by-pass channel, naturalization of Etobicoke Creek north of Church Street, realigning Ken Whillans Drive north of Church Street to the west, raising the grade of Church Street, the intersection with Ken Whillans Drive, and the Church Street Bridge.

RIVERWALK AREA URBAN DESIGN MASTER PLAN (UDMP)

- The Riverwalk UDMP is the City's initiative, which commenced in 2019, to transform the riverfront along Etobicoke Creek into a usable and vibrant open space that can be enjoyed by residents and visitors to the City. The UDMP will look at the open space system along the valley, flood infrastructure, active transportation and sustainability, and programming of public spaces.
- While the UDMP covers a large area of the valleylands from Vodden Street to Clarence Street, the UDMP has identified concepts for Rosalea Park specifically.
- Part of the vision for Rosalea Park includes creating public open spaces and event spaces, an urban plaza, connection and access to Etobicoke Creek.
- This EA considers the UDMP vision and the extension of Ken Whillans Drive as a flexible street that supports more active modes of transportation and is compatible with Rosalea Park activities.
- Project team has been coordinating and consulting internally with City staff on the Riverwalk project



Area 3: Rosalea Park

Big Moves



- Create an extension of Downtown public open space and events spaces
- Grassed amphitheater, water features, seasonal programming
- New urban plaza and event space
- Extension of Ken Whillans Drive, new flexible street
- New connection to the Etobicoke Creek.



PROBLEM / OPPORTUNITY STATEMENT

- The City has established a **planning vision to revitalize the Downtown Brampton and Etobicoke Creek area that includes growth and redevelopment, improved facilities and amenities, and a strong sense of place and character.**
 - As part of the Riverwalk Area UDMP, Rosalea Park and adjacent lands are proposed to be developed as a **multi-use vibrant urban attraction for the City** as well as a revitalization stimulus for the Downtown core.
 - **Rosalea Park will form a key component of the Downtown's Public Realm and Open Space System** by providing a dedicated space for downtown activities, creating an attractive interface with the natural environment and establishing Downtown Brampton's character and identity.
- **PROBLEM:**
 - The **existing transportation network does not sufficiently support the City's vision**
 - **Lack of direct connectivity to Rosalea Park** as well as to other adjacent uses
 - **Existing auto-oriented facilities are a barrier to walking and cycling**
 - **OPPORTUNITY:**
 - Given significant public and private investments envisioned for the area, an **opportunity exists to improve the transportation network in order to complement and support the outcomes outlined in Brampton Vision 2040 and the Riverwalk UDMP**
 - This study is an opportunity to improve and provide a **connected, accessible, safe, and vibrant public realm and open space system**

TECHNICAL STUDIES COMPLETED FOR THE CLASS EA

Technical Study	Status
Transportation and Traffic Study	Completed
Natural Environment Assessment Report	Draft completed and being reviewed by the City
Cultural Heritage Report	Draft completed and being reviewed by the City
Stage 1 Archaeological Assessment	Completed as part of the DBFP EA
Phase 1 Environmental Site Assessment	Draft completed and being reviewed by the City
Socio-Economic Report	Completed
Stormwater Management Memo	Draft completed and being reviewed by the City
Geotechnical Study	Fieldwork to be completed

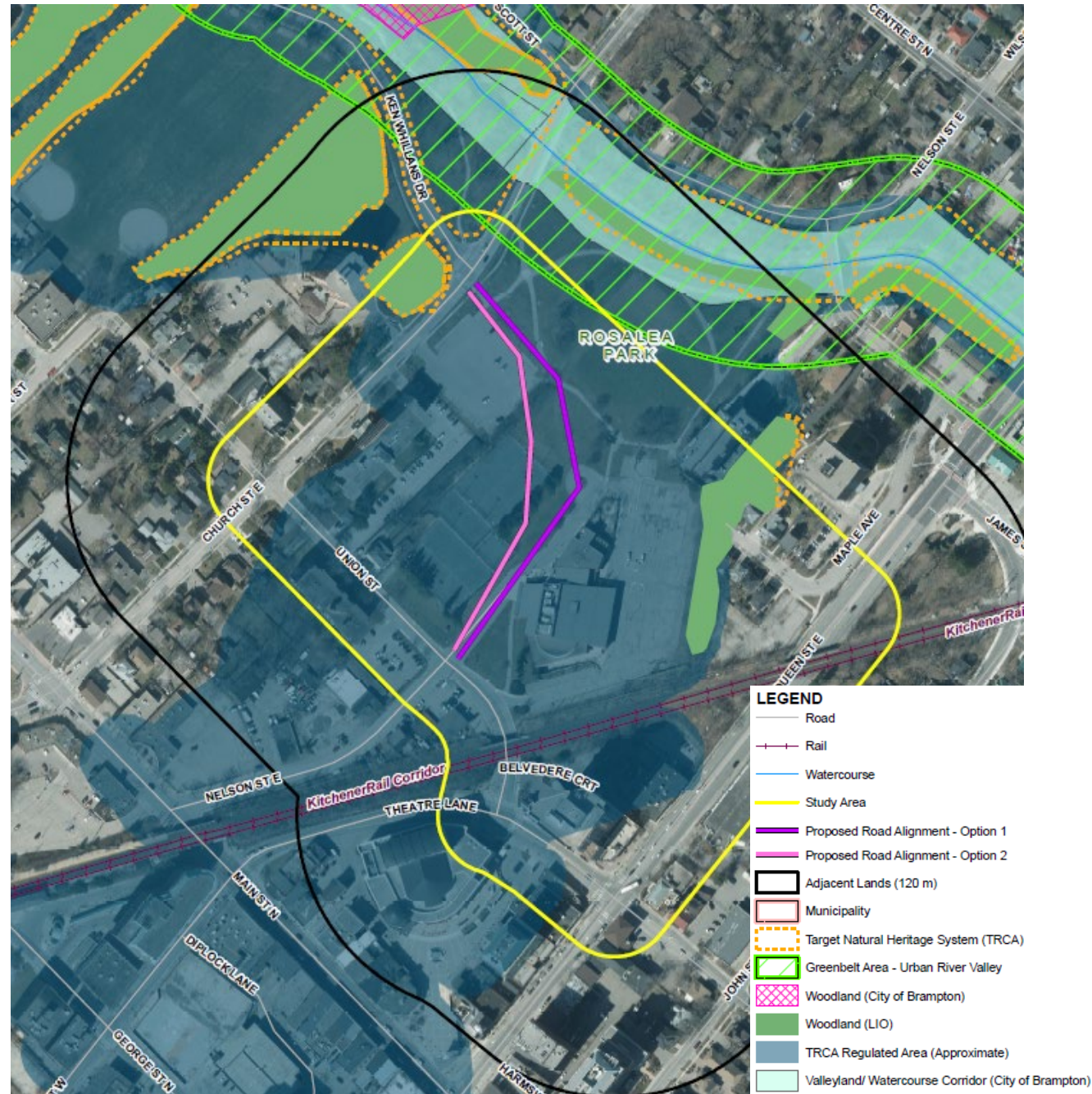
EXISTING ROAD AND TRAFFIC CONDITIONS

- No Transit along Union and Church Streets
- Signed bicycle routes along Union and Church Streets
- Multi-use path facilities are available within Rosalea Park and north-east corner of the Ken Whillans Dr/Church Street intersection
- Both the unsignalized intersections of Ken Whillans Drive/Church Street and Union Street/Nelson Street are operating at very good level of service
- Multi-modal Level of Service (MMLoS) analysis determined that cycling and pedestrian uses are operating at acceptable levels of service on the study area streets



EXISTING NATURAL ENVIRONMENT

- Most of the study area is primarily urban, paved, or manicured environments.
- Most of the study is within TRCA's Regulated Area.
- There are some Woodland areas throughout the study area. There are also street trees throughout the study area, such as along local roads and in Rosalea Park.
- The Etobicoke Creek concrete channel is to the east of the study area.
- There is the potential for Species at Risk (SAR) bats and birds in the wooded areas and/or nesting on human-made structures and buildings.

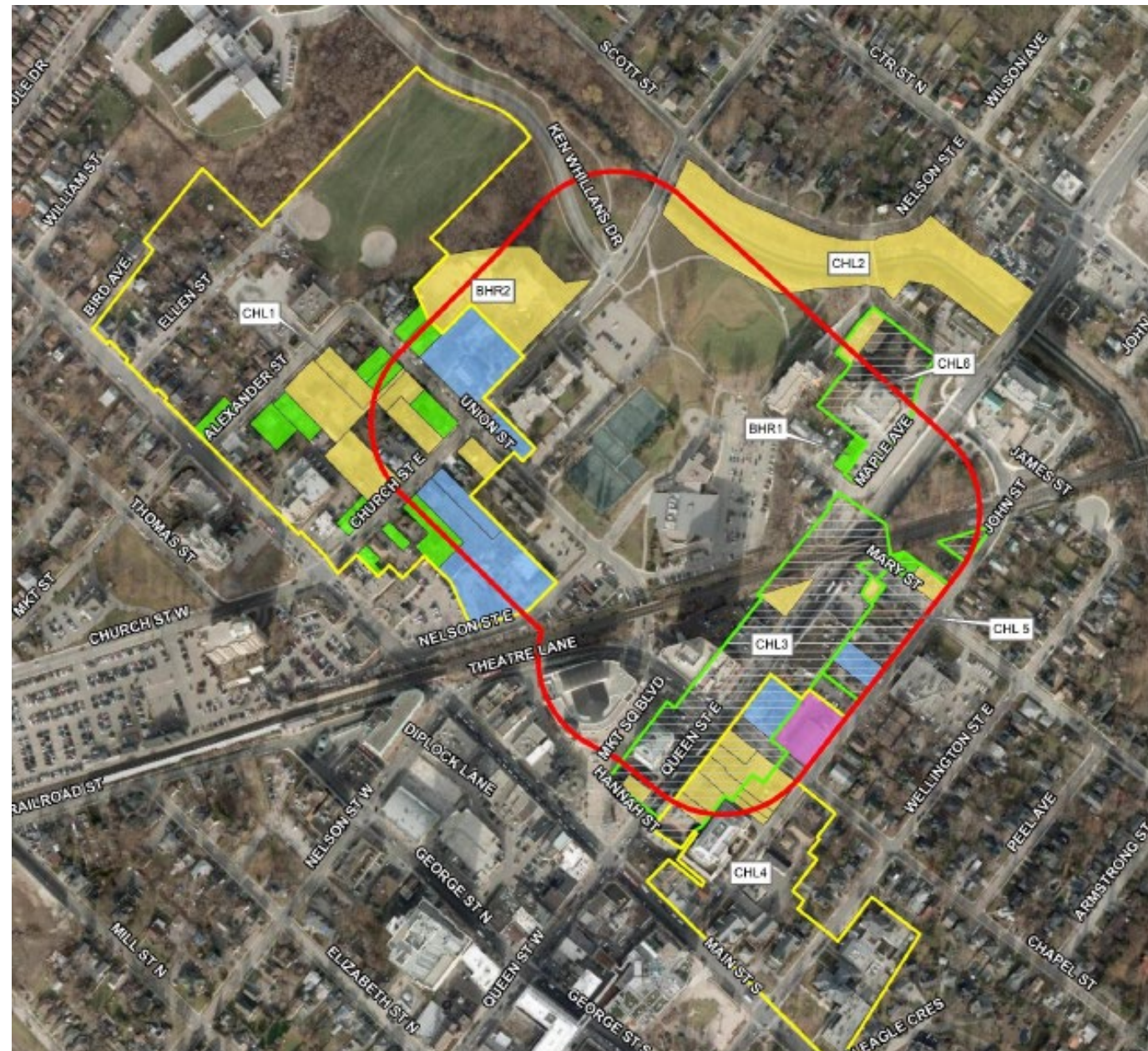


EXISTING CULTURAL ENVIRONMENT

A total of two (2) built heritage resources (BHRs) and six (6) cultural heritage landscapes (CHLs) were identified within the study area during background assessments and field investigations.

Some of the CHLs represent multiple individual BHRs that were combined based on the type of resource, their location, style and or/ function.

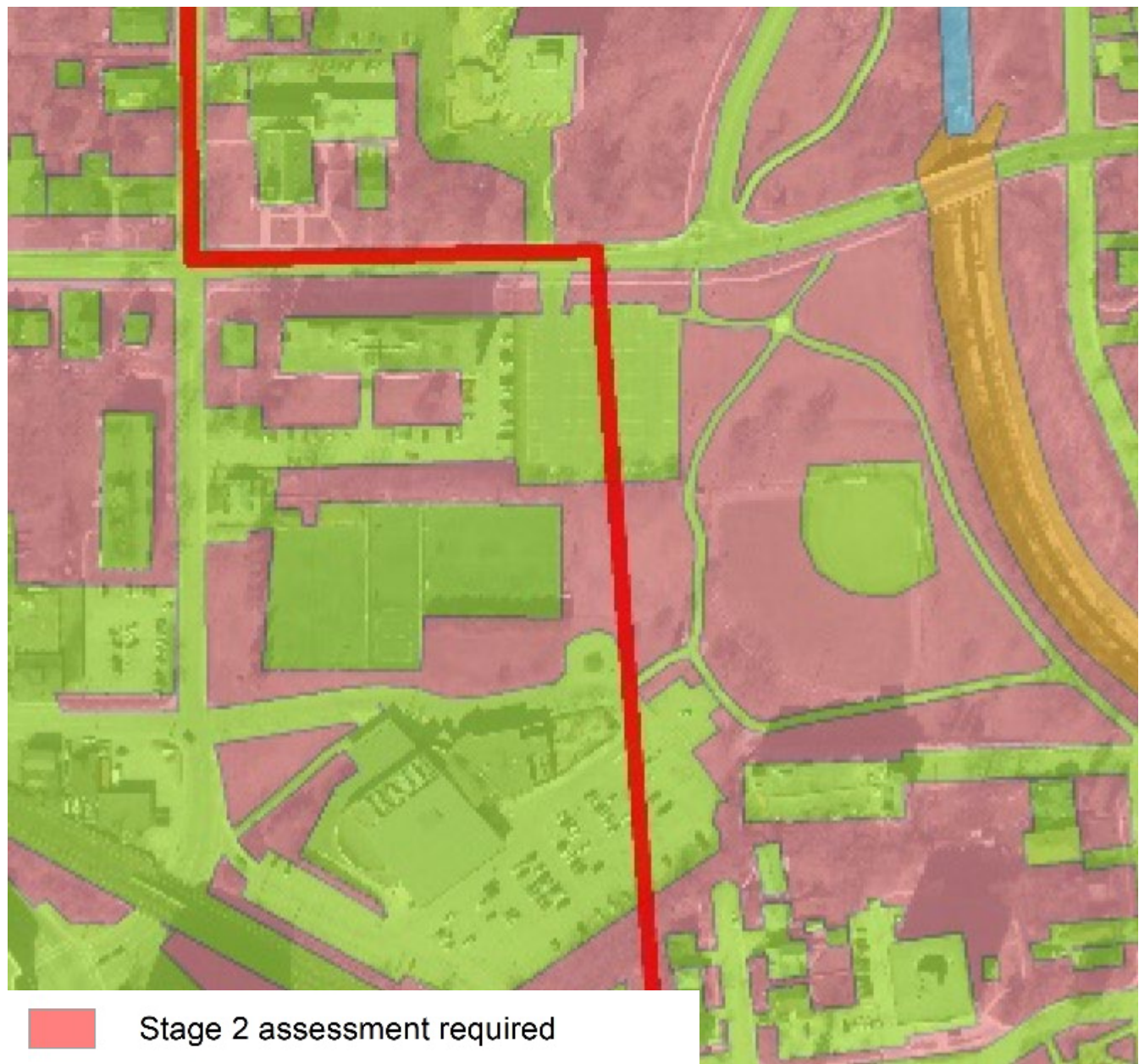
Some of these resources are designated as having cultural heritage value under the *Ontario Heritage Act* or are listed on the Municipal Heritage Register.



EXISTING ARCHAEOLOGICAL RESOURCES

A Stage 1 Archaeological Assessment (AA) was completed to determine what areas retain archaeological potential (i.e. potential to find archaeological resources such as historic artifacts).

Areas that retain archaeological potential (shown in pink) will require Stage 2 assessment if impacted. Some areas require visual assessment to confirm disturbed conditions (shown in green).



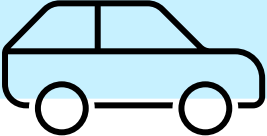

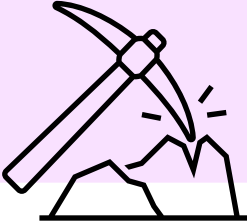

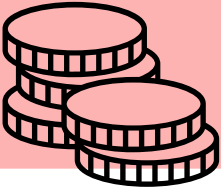
Stage 2 assessment required



Visual assessment to confirm disturbed conditions

EVALUATION CRITERIA

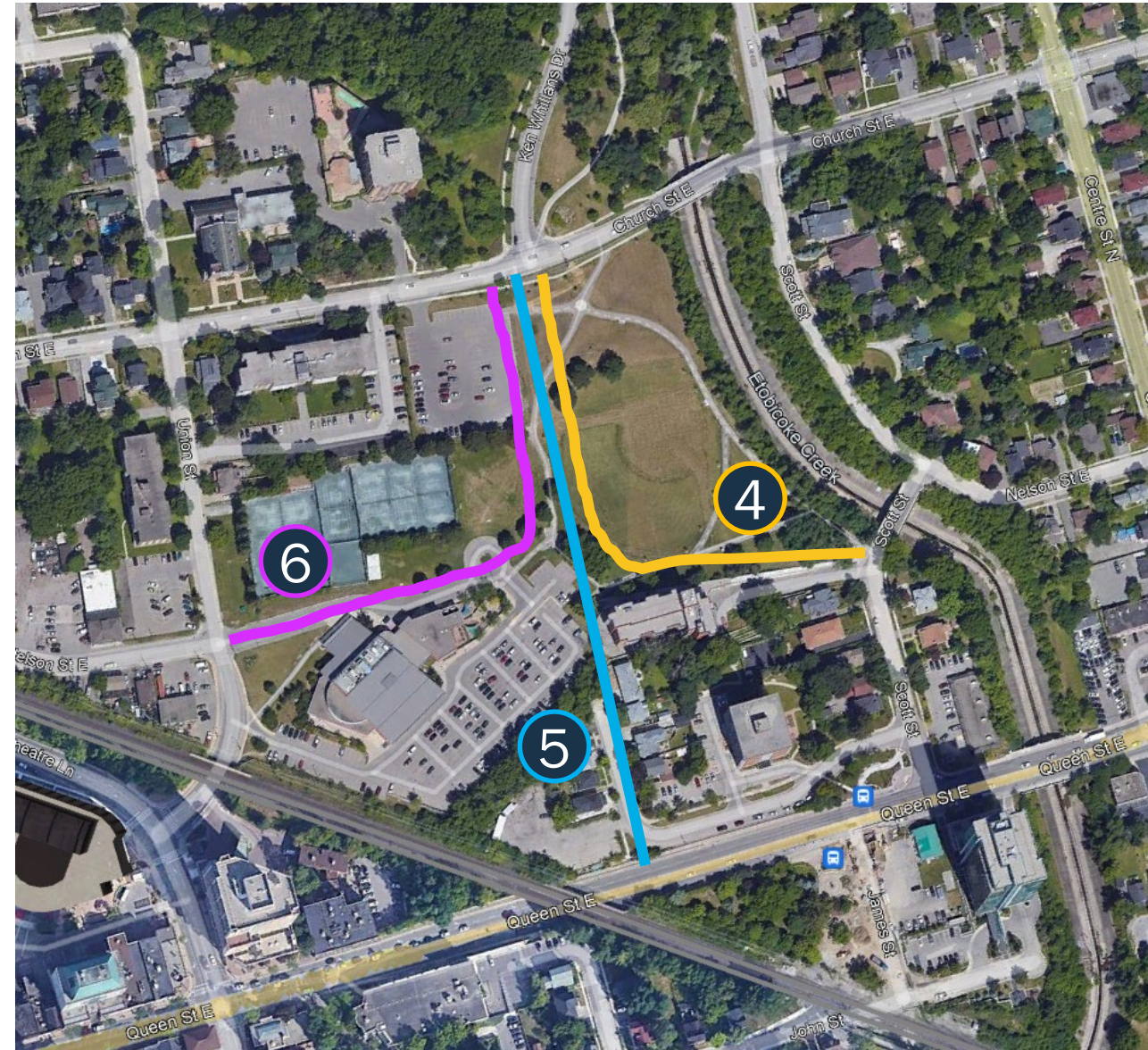
- The EA alternatives are evaluated against each other using criteria relevant to the study. The following criteria were considered:

Transportation	Natural	Cultural	Socio-Economic	Costs
<ul style="list-style-type: none"> Traffic Demand Connectivity Safety Active Transportation Constructability 	<ul style="list-style-type: none"> Terrestrial Aquatic 	<ul style="list-style-type: none"> Archaeology Cultural Heritage 	<ul style="list-style-type: none"> Shaping the City (plans and policies) Supports Future Land Use Streetscaping and Placemaking Social Equity Access Property 	<ul style="list-style-type: none"> Capital Costs Maintenance Costs 

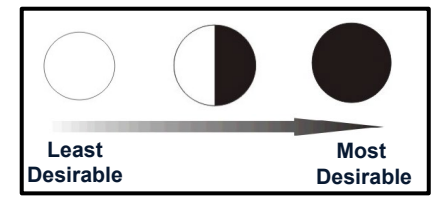
ALTERNATIVE SOLUTIONS

Alternative Solutions are high-level planning options that can be used to address the Problem / Opportunity Statement.

No.	Alternative Solution	Description
1	Do Nothing	Represents a status quo/baseline situation (i.e., no change from existing conditions)
2	Limit Development	Limit development in the downtown area
3	Improve Existing Routes/Intersections	Localized improvements to existing roads and intersections
4	Extend Ken Whillans Drive to the east	Extend Ken Whillans Drive south of Church Street and connect east to Scott Street
5	Extend Ken Whillans Drive to the south	Extend Ken Whillans Drive south of Church Street to Queen Street
6	Extend Ken Whillans Drive to the west	Extend Ken Whillans Drive south of Church Street and connect to the west at Nelson Street/Union Street Intersection



EVALUATION OF ALTERNATIVE SOLUTIONS

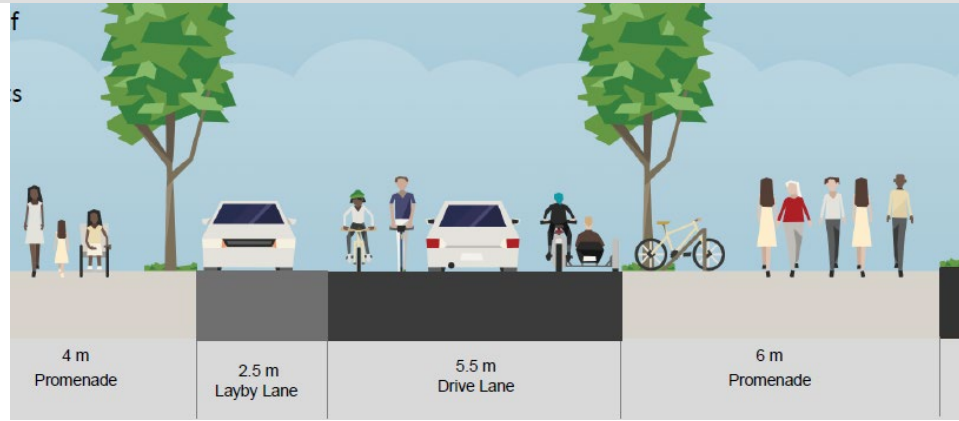


Evaluation Criteria	1: Do Nothing		2: Limit Development		3: Improve Existing Routes		4: Extend KW to the East		5: Extend KW to the South		6: Extend KW to the West	
Transportation (vehicular demand, speed, pedestrians, cyclists, safety, etc.)	○	Does not support transportation improvements to the study area	○	Does not support transportation improvements to the study area	◐	Some transportation improvements to the study area	◐	Supports improved connectivity and AT use, however may not be feasible due to the limited space at Scott Street for a connection	◐	Supports improved connectivity and AT use, however may not be feasible due to the grade difference at Maple Avenue	●	Supports improved connectivity and AT use, with minimal constructability concerns
Natural Environment (vegetation, natural features, SWM)	●	No impacts	●	No impacts	◐	Some impacts along existing routes	○	Not preferred due to the close alignment to the Etobicoke Creek and adjacent woodlands	◐	Some impacts to street trees	◐	Some impacts to street trees
Cultural Environment (archaeology, cultural heritage)	●	No impacts	●	No impacts	◐	Some impacts along existing routes	◐	Etobicoke Creek channel is a cultural heritage resource and requires further archaeology studies	◐	Potential direct impacts to cultural heritage resources and requires further archaeology studies	●	Potential indirect impacts to cultural heritage resources and requires further archaeology studies
Socio-Economic Environment (streetscaping, compatibility with UDMP, property)	✘	Does not support planning vision and future land use of the study area	✘	Does not support planning vision and future land use of the study area	○	While there are some improvements, does not fully address future needs and use of the study area	●	Supports future plans for the area and allows for placemaking opportunities	◐	Supports future plans however significant impacts to the buildings on Maple Avenue	●	Supports future plans for the area and allows for placemaking opportunities
Cost (capital, maintenance)	●	No costs	●	No costs	●	Minimal costs	○	Significant costs	○	Significant costs	◐	Moderate costs
SUMMARY	NOT RECOMMENDED										RECOMMENDED	

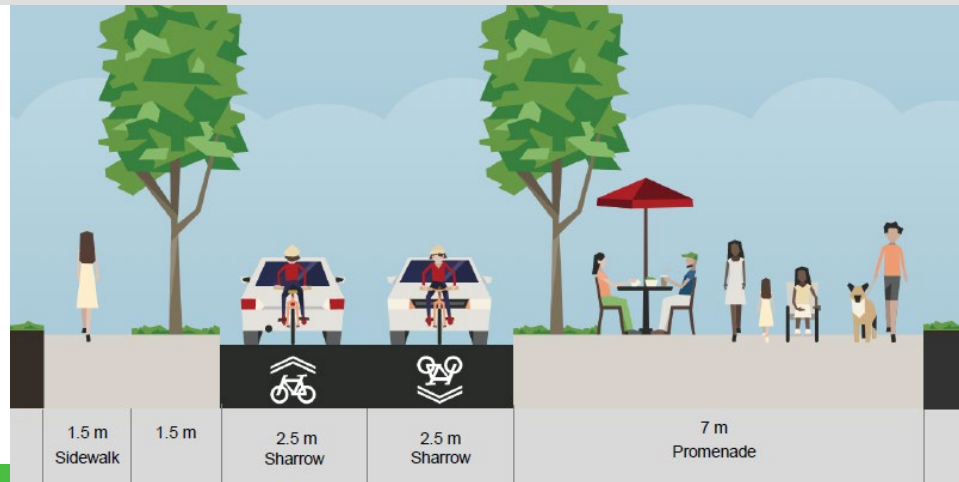
STREET DESIGN OPTIONS

Street design options are concepts for the layout of the road right-of-way (ROW)

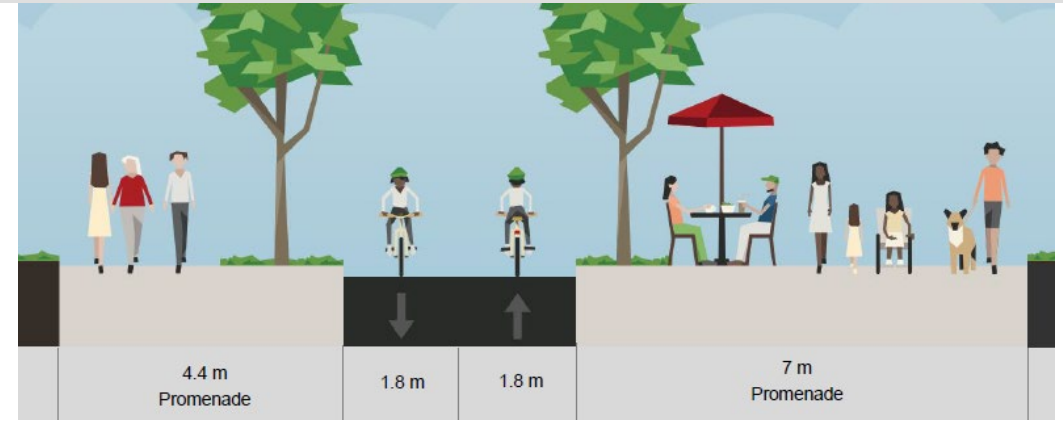
1. Shared Street: Low speed environment with a shared space for all modes, with a focus on pedestrian space



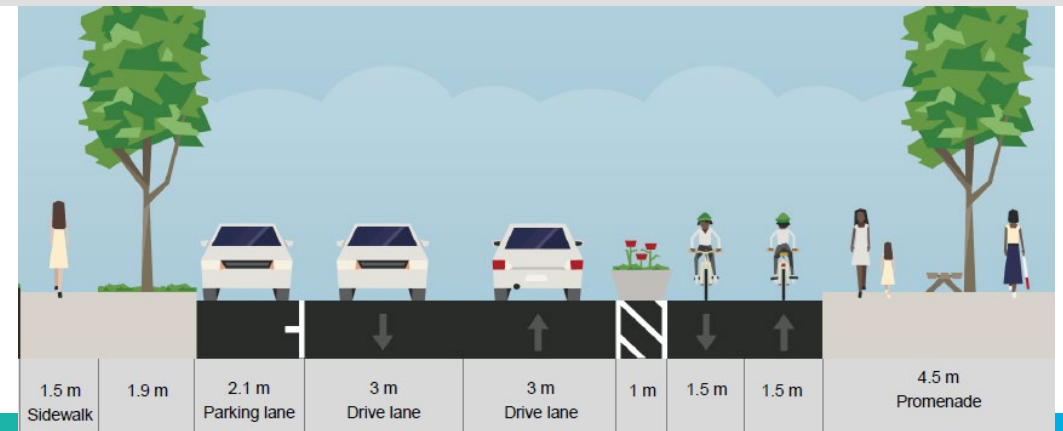
2. Bike Boulevard: Bike priority street with slightly wider travel lanes to allow car access.



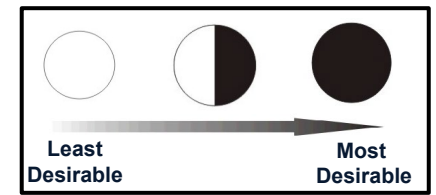
3. Active Transportation Only: No vehicular lanes. The full ROW is for bike lanes and pedestrian space.



4. Conventional Multi-modal Street: Medium speed environment with separate ROWs for cars, bikes, and pedestrians.



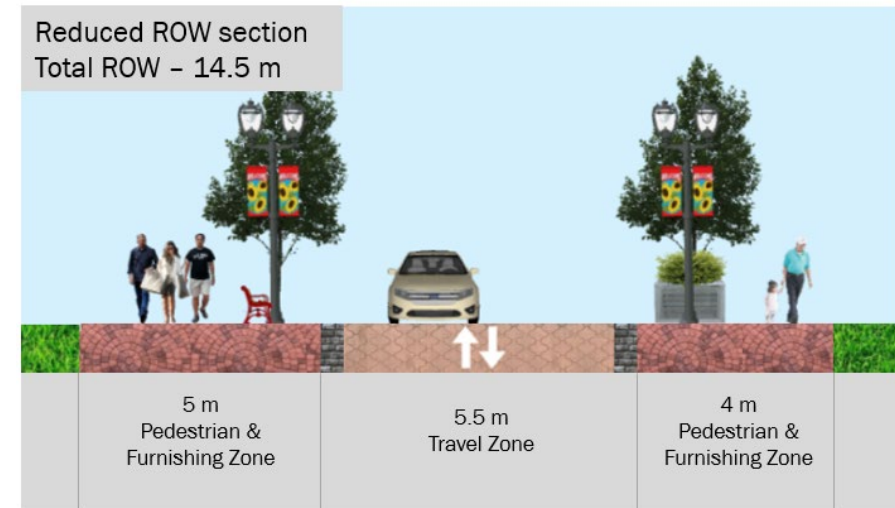
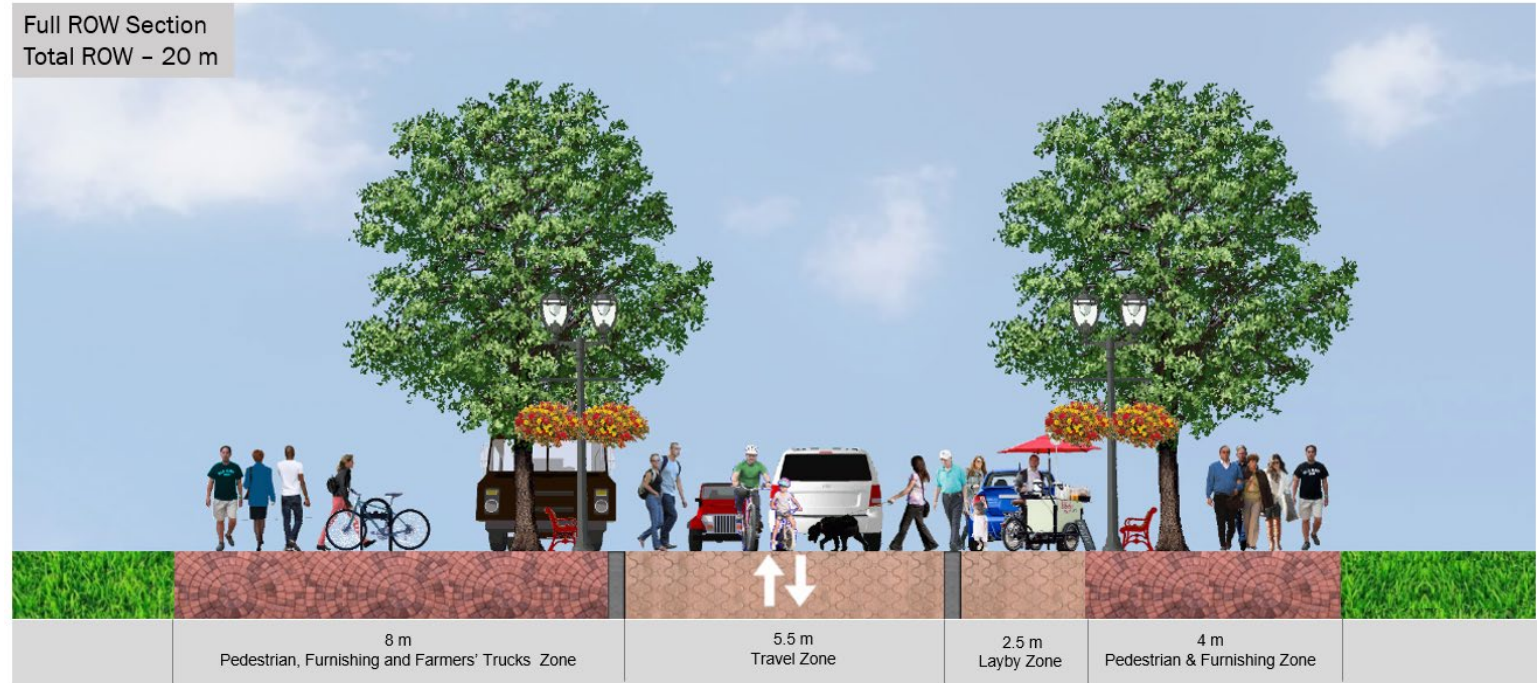
EVALUATION OF STREET DESIGN OPTIONS



Evaluation Criteria	1: Shared Street	2: Bike Boulevard	3: AT Only	4: Conventional Multi-modal Street
Transportation (vehicular demand, speed, pedestrians, cyclists, safety, etc.)	● Best priority for pedestrians while still providing cycling and vehicular access. Best creates a seamless and natural extension of the park space	◐ Priority for cyclists while still providing pedestrian and vehicular access, however creates a medium speed environment, requires designated crossings for pedestrians and present challenges for parking	◐ Active transportation is prioritized however no vehicular access is allowed. Physically divides the park and requires designated crossings for pedestrians	◐ While this option best separates different modes, it is not preferred as it would encourage more vehicular through traffic making it unsafe for all users. Physically divides the park and requires designated crossings for pedestrians
Natural Environment (vegetation, natural features, SWM)	● Some street tree impacts, however preferred from stormwater perspective as pavers will be used allowing runoff to go into the ground	◐ Some street tree impacts, will have slightly more measures needed to handle stormwater runoff	◐ Some street tree impacts, will have slightly more measures needed to handle stormwater runoff	◐ Some street tree impacts, will require the most measures needed to handle stormwater runoff
Cultural Environment (archaeology, cultural heritage)	◐ Further Stage 2 AA required and some indirect impacts to cultural heritage resources	◐ Further Stage 2 AA required and some indirect impacts to cultural heritage resources	◐ Further Stage 2 AA required and some indirect impacts to cultural heritage resources	◐ Further Stage 2 AA required and some indirect impacts to cultural heritage resources
Socio-Economic Environment (streetscaping, compatibility with UDMP, property)	● Supports future use of Rosalea Park giving priority to pedestrians with strong potential for streetscaping. Layby spaces provide flexible space for events	◐ Somewhat supports future use as pedestrians are not prioritized and divides park space	◐ Somewhat supports future use as pedestrians are not prioritized and divides park space	◐ Somewhat supports future use as pedestrians are not prioritized and divides park space. Conventional vehicular lanes may discourage active transportation users
Cost (capital, maintenance)	◐ Moderate costs	◐ Moderate costs	◐ Moderate costs	◐ Moderate costs
Summary	RECOMMENDED	NOT RECOMMENDED		

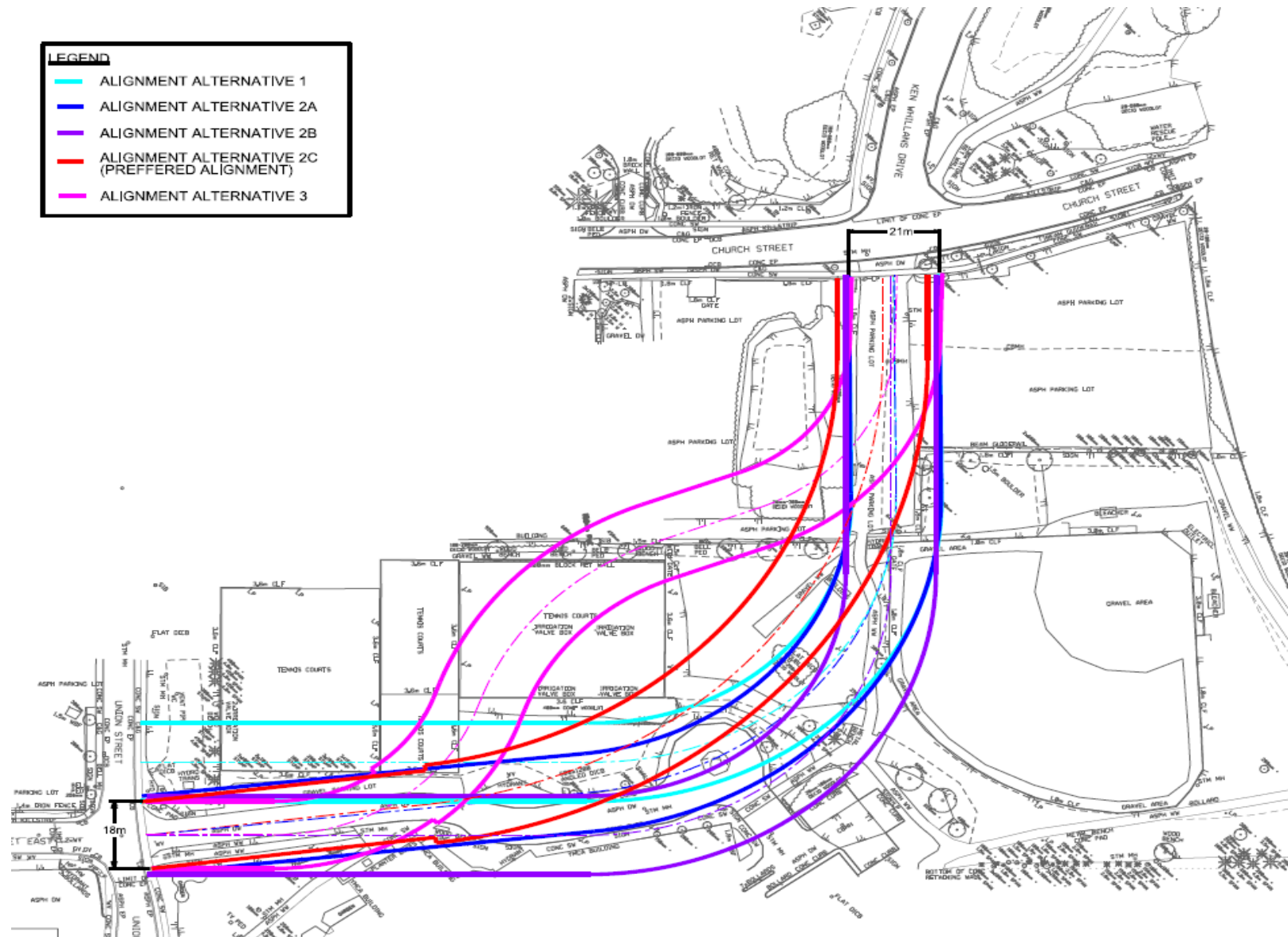
PREFERRED STREET DESIGN OPTION – SHARED STREET

- Key features:
 - **No curbs** indicating same priority for all users
 - Different **surface typologies** to differentiate zones (e.g. coloured pavers, stones)
 - **Layby zones** for parklets, food trucks, parking, etc.
 - Strong potential for incorporating **street furniture and landscaping**
- **Prioritizes active transportation** access to Rosalea Park, future events space, and adjacent amenities
- **Low speed environment** by transforming car prioritized space to a shared inclusive space for all modes. This deters the use of this extension as a through road
- Vehicular access is maintained but cars can be restricted when needed (e.g. during large events)
- Flexible ROW width depending on adjacent land uses



STREET ALIGNMENT CONSIDERATIONS

- Several high-level, conceptual street alignments that would connect the Ken Whillans Drive extension to the west to Nelson Street were considered.
- The preferred alignment was designed based on these criteria:
 - Can tie into existing intersections (i.e. no skews, which would make intersections safer)
 - Balances available event space to the west and park/green space to the east
 - Minimizes impacts to the YMCA building
 - Minimizes tree impacts
- Alternative 2C (shown in red) is the preferred conceptual alignment. Based on this alignment, the preliminary design was further refined.



OTHER PRELIMINARY DESIGN FEATURES

Transportation:

- The road extension will tie into the existing intersections
- Both intersections will remain stop controlled
 - Church Street/Ken Whillans Drive: Four-legged all-way stop control (**existing**)
 - Union Street/Nelson Street: Four-legged all-way stop control (**proposed**)
- At this time, crosswalk pavement markings will be implemented at the intersections, however additional Complete Streets principles can be incorporated during the detailed design phase
- Roadway will be designed in accordance with accessibility guidelines and requirements during the detailed design phase
- Traffic assessment was completed and confirmed that traffic will operate at acceptable levels with the extension implemented

Stormwater Management:

- Minimal stormwater management required as pavers will be used, which allow runoff to drain back into the ground as opposed to traditional pavement (not permeable)
- Some quality treatment at the existing intersections, no other on-site treatment is required

NATURAL ENVIRONMENTAL IMPACTS AND MITIGATION

Key Impacts

- Street tree removal, though most are non-native species
- Temporary disturbance during construction activities

Mitigation Measures

- Tree removal to occur outside of sensitive timing windows for birds and bats
- Tree compensation through replanting, and opportunity to replant with native species
- General construction best management practices to limit impacts on natural features and wildlife



Rosalea Park

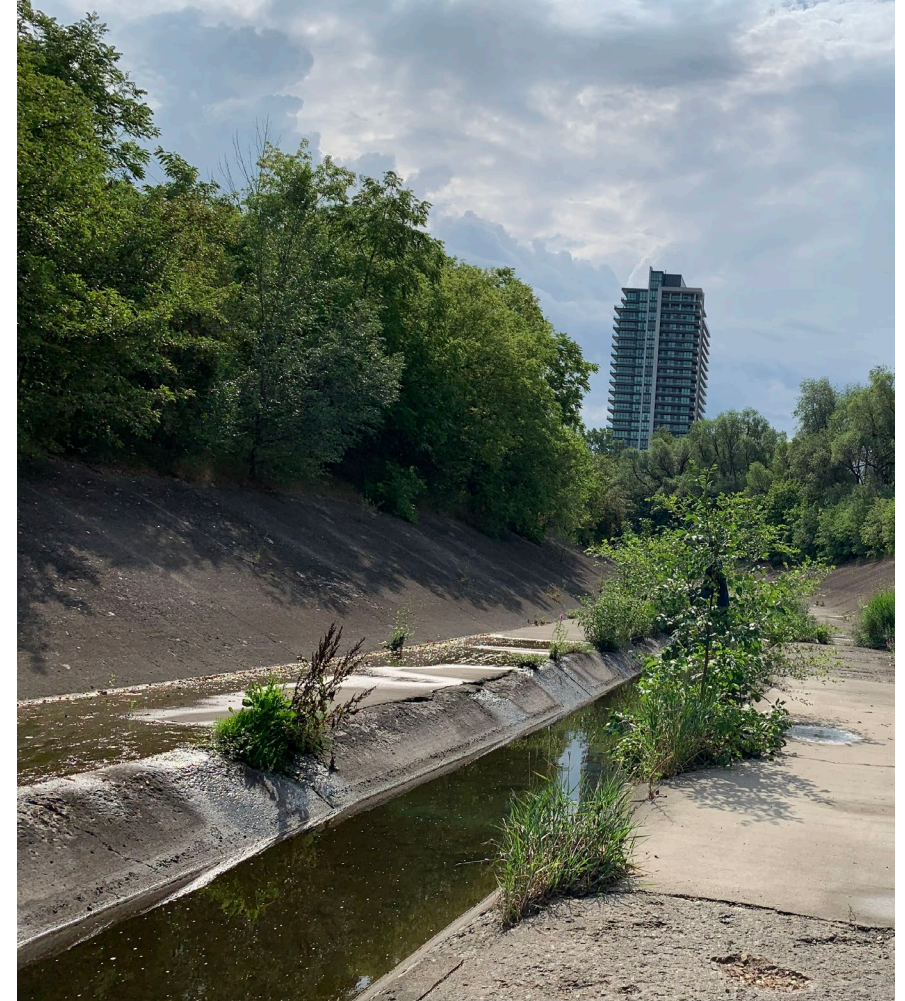
CULTURAL ENVIRONMENTAL IMPACTS AND MITIGATION

Key Impacts

- Impacts to areas that retain archaeological potential
- No direct adverse impacts to any cultural heritage resources, though potential for indirect impacts due to proximity of construction

Mitigation Measures

- Complete a Stage 2 Archaeological Assessment where there are proposed works in areas retaining archaeological potential
- Indirect impacts to cultural heritage resources can be addressed through avoidance, post construction planting, and/or vibration monitoring, as needed
- A Heritage Impact Assessment (HIA) will be prepared, in discussion with the City's Heritage Department



Etobicoke Creek Concrete Spillway

OTHER IMPACTS AND MITIGATION MEASURES

Category	Impacts	Mitigation Measures/Next Steps
Property	<ul style="list-style-type: none">• Most of the proposed extension is located on City-owned property• Some permanent and temporary property (grading) required from YMCA at the south end of the alignment	<ul style="list-style-type: none">• Ongoing consultation with YMCA about the project and property needs
Utility	<ul style="list-style-type: none">• Some utilities have infrastructure in the study area, primarily at the two intersections	<ul style="list-style-type: none">• Coordination with utilities for relocation, if needed
Construction	<ul style="list-style-type: none">• Temporary impacts associated with construction works and staging, such as access and noise impacts	<ul style="list-style-type: none">• Develop traffic staging plan, particularly with regard to maintaining access for YMCA• General construction best management practices• Construction timing restrictions based on the City's Noise By-law

NEXT STEPS

- Review and respond to comments from this PIC
- Update the recommended design, as needed, based on public input
- Finalize Impact Assessment and Technical Studies
- Prepare a Project File Report to document the EA process and issue for 30-day public comment period (Summer 2022)
- Final design and impacts will be determined during detailed design, which is outside the scope of this EA study

HOW YOU CAN GET INVOLVED

Your comments and questions are welcome. The best way to provide your feedback is to fill out a PIC Comment Form by May 27, 2022 on the project website: www.brampton.ca/EN/residents/Roadsand-Traffic/Planning-and-Projects/Pages/Ken-Whillans-Dr.aspx

Key Project Contacts:

Ghazanfar Mohammad, P.Eng., PMP
City Project Manager
City of Brampton
Public Works & Engineering
1975 Williams Parkway
Brampton, ON L6S 6E5
Phone: 905 874 2949
Email: ghazanfar.mohammad@brampton.ca

Altaf Hussain, P.Eng.
Consultant Project Manager
Parsons Inc.
1393 North Service Road E
Oakville ON L6S 6E5
Phone: 647 649 5023
Email: Altaf.Hussain@parsons.com

Appendix C

Submitted Comments and Responses

From: [REDACTED]
To: [Chan, Salina \[NN-CA\]](#)
Subject: [EXTERNAL] RE: Ken Whillans Drive Extension Municipal Class Environmental Assessment - Notice of Online Public Information Centre
Date: Wednesday, April 27, 2022 10:30:12 PM
Attachments: [image001.png](#)

Thank you for this information.

I am very much in favour of maintaining every possible blade of grass in what remains of our historical Roselea Park.

I lament the loss of large portions of this area. Thankfully after my pleas to purchase the church property which sat vacant for many years it was bought at an opportune time.

We must at all costs preserve what remains of this park like any ecological forward thinking community would do.

Do not put any more roads funneling into the area around Union /Nelson.
Future development could ruin ease of passage there & under no circumstance would any future thinking city ruin what remains of what was once a recreational heart of this city!

As a lifelong resident of Brampton I loved this charming area & if it can be saved for others to enjoy in the future it should remain intact.

Even what seems more pavement helps with the enjoyment. I watch cars park here then occupants go for a walk, sit on the grass, play, practise dance routines, or take a bike ride. Every sq.in. is precious. Please leave it all alone. Remember once we could enjoy meeting at the gazebo or swimming outdoors in this precious park.

Sincerely,

[REDACTED]

Sent from my Galaxy

----- Original message -----

From: Salina.Chan@parsons.com
Date: 2022-04-27 1:24 p.m. (GMT-05:00)
To: Salina.Chan@parsons.com
Cc: "Mohammad, Ghazanfar" <Ghazanfar.Mohammad@brampton.ca>, Altaf.Hussain@parsons.com
Subject: Ken Whillans Drive Extension Municipal Class Environmental Assessment - Notice of Online Public Information Centre

Good afternoon,

The City of Brampton is holding an Online Public Information Centre (PIC) for the Ken

Whillans Drive Extension Municipal Class Environmental Assessment starting Thursday, April 28 to Friday, May 27. The PIC will be held online on the City's [Project Website \[brampton.ca\]](#) and all PIC materials will become available starting tomorrow Thursday April 28. The comment period will be open until May 27, 2022. For more details, please refer to the attached notice.

Please let us know if there any issues with accessing and viewing the materials.

Thank you and we look forward to hearing from you,

Salina Chan

Environmental Planner
625 Cochrane Drive, Suite 300 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - M: 647.465.3000

From: [REDACTED]
To: [Chan, Salina \[NN-CA\]](#)
Subject: RE: [EXTERNAL]Roselea Park
Date: Tuesday, July 5, 2022 2:29:01 PM

Dear Salina Chan,

Thank you for your detailed view concerning Roselea Park.
However it fails to recognize its original concept & historical significance.

Can you please explain what you are talking about being north on Church St. which is mostly an east/west road?

Also you do realize how small is the area next to the riverwalk and the number of many unkept trees there already I hope.

A road is a road!!!

Cars are dangerous & pollute.

Quite simply put-*****

You are encouraging traffic to cut through a park in an existing flood plain at a great loss.
How disruptive to a peaceful area is that!

I look directly at the existing pathway, come road in question. I have seen police cars rushing through this route with lights and sirens on
and as far as I can see ..to encourage anything more is only the beginning of further greenspace infringement /loss.

At one time we had a tranquil complete park with an outdoor swimming pool, snack bar, gazebo and grass playing area / ballpark, lacrosse area followed by a tennis court.

But then an arena was built....oops??? .tear it down too now only a Y building stands in its place with the exception of the tennis courts which remain. FIRST LOSSES What next????

There was even a major fight to save a super tennis court area.

Now the ball diamond complete with stands are lost too!!!
There has been a steady erosion of this park.

I recommended the city buy the former church property at a financially appropriate time.
I was surprised to see a parking lot as opposed to green area in its place.

That lot has been filled with huge transports outdoor toilets, tents etc for days during the times of filming crews ...an ugly view.

It is used for a various assortment of reasons including driver training, a baton group's practice area or for extra parking needed downtown.. Whatever, but it is simply MORE concrete.

Thankfully, even that is better than the attempt for low cost high rise buildings or schools which I have already vehemently opposed at city hall.. You can see for yourself the folly of various ideas in the past which have already been proposed and failed again and again for the area.

I fail to understand why a once lovely park has undergone such a varied attack. Please leave it alone.

Enjoy open green spaces for what they are...no more invasive big metal boxes, poles,roads!!!

An extension of Ken Whillans Drive is just another attempt to erode which was at one time a naturally developed area by a once charming town. I knew Ken, a science teacher who would never destroy nature.

Speaking about town.....does anyone even know if it will ever be reborn again or not???It is a serious disaster. FOCUS

Think again about ending a road's flow into such a complex maze of roads surrounding The Rose Theatre.Imagine too the traffic if or when Nelson /Main downtown buildings are completed. Oh yes, and don't forget there is the CNR right in the middle of it all.

It is far too chaotic!

The park will end up being a wee boulevard before long..

Please ..enjoy green open spaces!!

No more fumes or unnecessary chaotic congestion

Use what is already there properly.

Concrete or solid areas are bad for the environment especially in a flood plain area.

One can over develop in an attempt to improve.

I think the Y entrance roadway surroundings ,old tennis court grounds, signs , and garbage removal could be improved. Make the existing more well groomed and inviting before you consider anything more.

Ensure a vagrant free park.

I sincerely hope you can appreciate this overview I have lived.

Stay safe.

Yours,

[REDACTED]

[REDACTED]

----- Original message -----

From: Salina.Chan@parsons.com

Date: 2022-07-05 11:12 a.m. (GMT-05:00)

To: [REDACTED]

Cc: Altaf.Hussain@parsons.com, "Mohammad, Ghazanfar"

<Ghazanfar.Mohammad@brampton.ca>

Subject: RE: [EXTERNAL]Roselea Park

Hi [REDACTED]

Thank you for your comments on the Public Information Centre for the Ken Whillans Drive extension project. Rosalea Park is a very important component of the Downtown open space system. The Riverwalk plans include revitalizing and improving on the existing green space and open space in the Rosalea Park, including enhancing Etobicoke Creek north of Church Street and providing more park amenities to improve the public's access to enjoy Etobicoke Creek. Rosalea Park and its associated greenspace will be maintained. The alignment of the extension will not cut through the centre of the park. The alignment follows primarily the existing paved entrance at YMCA and the existing pathways on the west side of Rosalea Park.

Note that this road is not a conventional road. Rather than traditional asphalt pavement, the road will be designed with pavers (similar to bricks/stones) and primarily for active transportation users with the flexibility to host future events, such as farmers markets, on the road. The road has been designed with the purpose of better access to the downtown and the open space system with a focus on active transportation, particularly for pedestrians.

Thank you,

Salina Chan

On behalf of the Ken Whillans EA Project Team

From: [REDACTED]
Sent: 2022/04/27 10:06 PM
To: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Subject: [EXTERNAL]Roselea Park

As a lifelong resident of Brampton I appeal to you.

Please do NOT cut up this historical park with any roads.

Furthermore....

It is folly to add more traffic to enter Union/Nelson. area.....Note.....

Terrible congestion in light of potential further development.

We will never again have the luxury of maintaining a downtown precious green area which most advanced thinking cities have protected..

Please do not take away anymore green area than has already been lost.

Note at one time a lovely gazebo existed here along with an outdoor swimming pool&ball diamond...all are gone now.

Do Not run a road or extend a road through the remaining green area.

Thank you

[REDACTED]

[REDACTED]

[REDACTED]

From: [Chan, Salina \[NN-CA\]](#)
To: [REDACTED]
Cc: [Mohammad, Ghazanfar](#); [Hussain, Altaf \[NN-CA\]](#)
Subject: RE: Ken Whillans Dr. Ext South of Church St. Brampton
Date: Tuesday, July 5, 2022 11:16:00 AM

Hi [REDACTED]

Relating to the Ken Whillans Extension project, there are no impacts to the entrance to the condo at 58 Church Street East as the project limits of our work is to connect into the Church Street / Ken Whillans Drive intersection. However, as part of the Downtown Brampton Flood Protection (DBFP) project, the grade of Church Street will be raised as the Church Street bridge over Etobicoke Creek needs to be raised to address the flooding risk of the bridge. As such there may be some minor impacts to the entranceway. Information about that project can be found at this link:

<https://trca.ca/conservation/green-infrastructure/dbfpea/>.

Standard construction best management practices will be implemented during construction to minimize and mitigate impacts onto adjacent properties, including dust, noise, and vibrations. Vibration monitors are installed at critical locations to keep the vibrations within allowable limits and noise levels are monitored and controlled. The City also gives directions to the contractors regarding dust and mud control at site. Concerns and complaints can be made during construction to the City if the Hallmark Condos feels that they are being negatively impacted and the City can investigate the matter at that time.

Thank you,
Salina Chan
On Behalf of the Ken Whillans EA Project Team

From: [REDACTED]
Sent: 2022/05/02 5:11 PM
To: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Hussain, Altaf <altaf.hussain@parsons.com>
Subject: [EXTERNAL]Ken Whillans Dr. Ext South of Church St. Brampton

Gentlemen as Directors of Hallmark Condos we have some concerns and questions that arise as we review the proposal. An initial review of the plans generates the following questions.

1. What direct physical alterations do you foresee to the street--elevation, width etc--at the entrance to Hallmark Condos, 58 Church St E, Brampton, ON L6V 1G1?
2. Will the City of Brampton be offering any assistance with the cleanup of dust and dirt that will undoubtedly cover our building and windows while the construction is being done?
3. What physical vibrations will the construction equipment generate that could potentially impact the 13 storey building?
4. How do we recoup any costs incurred as a result of this action?

We have additional concerns about the traffic flow that we will address in a separate email at a

later date.

Your assistance in addressing these concerns is greatly appreciated.



Hallmark Condos (PCC259) Board of Directors

Please review the City of Brampton e-mail disclaimer statement at:

<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx> [brampton.ca]

From: [Chan, Salina \[NN-CA\]](#)
To: [REDACTED]
Cc: [Hussain, Altaf \[NN-CA\]](#); [Mohammad, Ghazanfar](#)
Subject: RE: Feedback: Ken Whillans Drive Extension
Date: Tuesday, July 5, 2022 11:19:00 AM
Attachments: [~WRD1716.jpg](#)

Hi [REDACTED]

Thank you for your comments and interest in this project. Note that the amphitheatre was removed from the conceptual plans for Rosalea Park based on public feedback. Any plans for the revitalization of Rosalea Park is conceptual at this time and will be reviewed further in the future under separate initiatives separate from this EA.

Note that this road is not a conventional road. Rather than traditional asphalt pavement, the road will be designed with pavers (similar to bricks/stones) and primarily for active transportation users with the flexibility to host future events, such as farmers markets, on the road. The surface typologies, the shared nature of the street, reduced lane widths, low speed, lack of curb, etc. signifies to drivers that this is a different type of street not meant for through traffic. There are many flexible ways to close the road that do not require permanent infrastructure and these can be explored should traffic present a concern.

As mentioned, the road is designed for connectivity to downtown Brampton and Rosalea Park/other open space associated with Riverwalk for active transportation users, particularly pedestrians. The purpose is not for improved connectivity for vehicles.

Unfortunately with construction, there will be temporary impacts, such as noise, that will result from construction activities. While we are still early in the design process, the contractor will be required to follow standard construction noise mitigation measures and follow the City's noise by-law construction hours.

Thank you,
Salina Chan
On behalf of the Ken Whillans EA Project Team

From: [REDACTED]
Sent: 2022/05/05 5:53 PM
To: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Hussain, Altaf <altaf.hussain@parsons.com>
Subject: [EXTERNAL]Feedback: Ken Whillans Drive Extension

Dear Ghaz and Altaf,

My name is [REDACTED] and I am a resident at [REDACTED]. My building

is right at the intersection of Ken Whillans Drive and Church Street, and I am intimately familiar with the area. I love the idea of taking advantage of Rosalea Park and turning the space into more of a public forum with farmer's markets, an amphitheatre, and other community projects. That being said, I have three major concerns I would like to share about the proposed project that I hope you will take into consideration:

1) If the goal is to create a public space with a focus on community and natural environment, this is best achieved by making the proposed roadway pedestrian and cyclist only. Cars are dangerous, loud, and counter-productive to the goal of having a naturalized park for people to enjoy. I am concerned about having cars drive through the park. On the phone, Ghaz said the road needs to be there for trucks/cars that drive in to unload for the Farmer's Market. If that is the case, then open the road to those vehicles ONLY when there is a Farmer's Market / event, and the rest of the time keep the road closed to cars and be pedestrian/cyclist only.

2) If the goal is to increase connectivity in downtown Brampton, I do not believe the proposed road will help. The proposed extension will take cars through the park to Nelson Street, but that area is already easily accessible. As it stands currently, if somebody is driving on Ken Whillans Drive they just need to take a right at Church St (it's usually not too busy), drive 20 meters, and then take a left onto Nelson St. The cars from Nelson street then all funnel into Queen Street and Main Street. The YMCA is already easily accessible, and the proposed extension will not divert any vehicles to anywhere new. I encourage you to drive your car there yourself, you will see that the proposed extension does not take you anywhere new - Nelson street will serve the exact same function that it does now.

3) I am concerned about all the noise that will be created during construction. My apartment building is right beside where the road will be, and I am very sensitive to noise. I am even considering moving out to avoid the long construction that will happen in the years to come. Please be mindful that there are many residents adjacent to Rosalea Park and Ken Whillans Drive.

Thank you, if you would like to talk further about this project and my feedback, please give me a call at [REDACTED].

Sincerely,

[REDACTED]

From: [Chan, Salina \[NN-CA\]](#)
To: [REDACTED]
Cc: [Hussain, Altaf \[NN-CA\]](#); [Mohammad, Ghazanfar](#)
Subject: Ken Whillans Drive Extension EA - Response to PIC Survey Comment
Date: Tuesday, July 5, 2022 11:46:00 AM
Attachments: [image001.png](#)

Hi,

Thank you for your comment received from the Ken Whillans Drive Extension EA Public Information Centre (PIC) online survey.

The development of the preliminary estimated cost of the extension is currently in progress and it will be shared as part of the Project File Report that will be made available for public review. The purpose of this extension is not to support vehicular traffic/reduce travel times but to support better access to the downtown and the open space system with a focus on active transportation, particularly for pedestrians. Note that this road is not a conventional road. Rather than traditional asphalt pavement, the road will be designed with pavers (similar to bricks/stones) and primarily for active transportation users with the flexibility to host future events, such as farmers markets, on the road. The surface typologies, the shared nature of the street, reduced lane widths, low speed, lack of curb, etc. signifies to drivers that this is a different type of street not meant for through traffic.

Thank you,
Salina Chan
On behalf of the Ken Whillans EA Project Team

Salina Chan
Environmental Planner
625 Cochrane Drive, Suite 300 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - M: 647.465.3000

From: [Chan, Salina \[NN-CA\]](#)
To: [REDACTED]
Cc: [Hussain, Altaf \[NN-CA\]](#); [Mohammad, Ghazanfar](#)
Subject: Ken Whillans Drive Extension EA - Response to PIC Survey Comment
Date: Tuesday, July 5, 2022 11:51:00 AM
Attachments: [image001.png](#)

Hi,

Thank you for your comment received from the Ken Whillans Drive Extension EA Public Information Centre (PIC) online survey.

The proposed surface typologies and the shared nature of the street will reduce the speed at which cyclists can travel. Currently there are only pathways in Rosalea Park which are shared by pedestrians and cyclists. The extension will improve on the current situation providing clear zones for pedestrians and making it easier to determine where and when to check for cyclists when crossing.

Note that this road is not a conventional road. Rather than traditional asphalt pavement, the road will be designed with pavers (similar to bricks/stones) and primarily for active transportation users with the flexibility to host future events, such as farmers markets, on the road. The surface typologies, the shared nature of the street, reduced lane widths, low speed, lack of curb, etc. signifies to drivers that this is a different type of street not meant for through traffic. Other speed mitigation design methods, such as speed bumps, can be reviewed during detailed design.

Thank you,
Salina Chan
On behalf of the Ken Whillans EA Project Team

Salina Chan
Environmental Planner
625 Cochrane Drive, Suite 300 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - M: 647.465.3000

How often do you pass through Rosalea Park?	Do you believe a roadway extension through Rosalea Park will support future use of the revitalized Rosalea Park?	Do you support the recommendation of the 'Shared Street' design option for an access road to the future revitalized Rosalea Park? ('Shared Street' refers to a street which combines cycling, pedest...	Do you support the proposed alignment of the Ken Whillans Drive road extension?	Do you have any additional comments or questions regarding the Ken Whillans Drive Extension EA Study:2
Weekly	No	Yes	No	My biggest concern is increased traffic, and question where people will park in order to utilize the proposed bandshell. I do realize though that the downtown needs revitalization. As more condos are built, the increased population in the downtown core will provide the economic stimulus needed. We
Rarely	No	No	No	
Weekly	No	No	No	Already a dangerous intersection with vehicles running the all way stop signs.
Weekly	Yes	Yes	Yes	
Monthly	Yes	Yes	Yes	This is an absolutely fantastic idea. Brampton needs real revitalization and this is a great step. Also will provide real access to the future proposal of the riverwalk. Awesome work!
Daily	No	No	No	how much money will it cost, how much time will be saved on traffic and is it worth the cost? i use this park several times daily to walk my dog, and i constantly see vehicles running the STOP signs this will only make it more difficult and i predict a pedestrian fatality if you go ahead with this extension
Daily	No	No	No	Do not touch the park area. This area needs that space for all the people living in surrounding Apts.
Daily	No	No	No	I live literally where you want to put this random road. There's already roads around us and does not need to be moved. Not to mention the construction will take forever, be loud and I'm sure in a couple months someone will change their mind again! You'll be ruining a park where children play, animals live, and a calm space to walk our dogs and hang with friends and family. Downtown Brampton is a busy area already, we don't need more streets since we've been doing just fine with the way it already is. This is literally just someone who is bored and wants to waste money. Stop taking away green space and fix actual problems in the city!
Daily	No	No	No	I feel that a road through Rosalea Park would be detrimental as one has to look out for bicycles now which most don't warn you when they are going to pass you, they just whiz by.
Daily	No	No	No	Cars drive too fast and bicycles rider drive fast and don't give you a warning when they come from behind. The road would need speed bumps to slow the traffic down. There would be tooooooo much congestion by the YMCA making unsafe for people.

Daily	No	No	No	Rosalea Park is our peaceful little spot of greenery for the many apartment buildings and condos surrounding it. I'm a senior and walk my dog around Rosalea 4x a day, as do many others. Kids learn to ride bikes there. The YMCA summer camp kids play in the field there. Families picnic there. To cut a busy road through it is a terrible blow to our community. Ken Whillans is already rife with high speed cars blowing down the center of the road, making it a danger to cross. I've seen countless animals killed on it. How many big old trees will be cut down for this project? Do not extend Ken Whillans through our park.
Weekly	No	No	No	What on earth can the purpose of this be? Having lived in this area for almost ten years, I can think of no reason to put a road through a perfectly nice park!!! We walk through there several times a week, it is a lovely safe green space for walker and cyclists. Please leave it as is!!!!
Rarely	No	No	No	

PIC Summary Report
