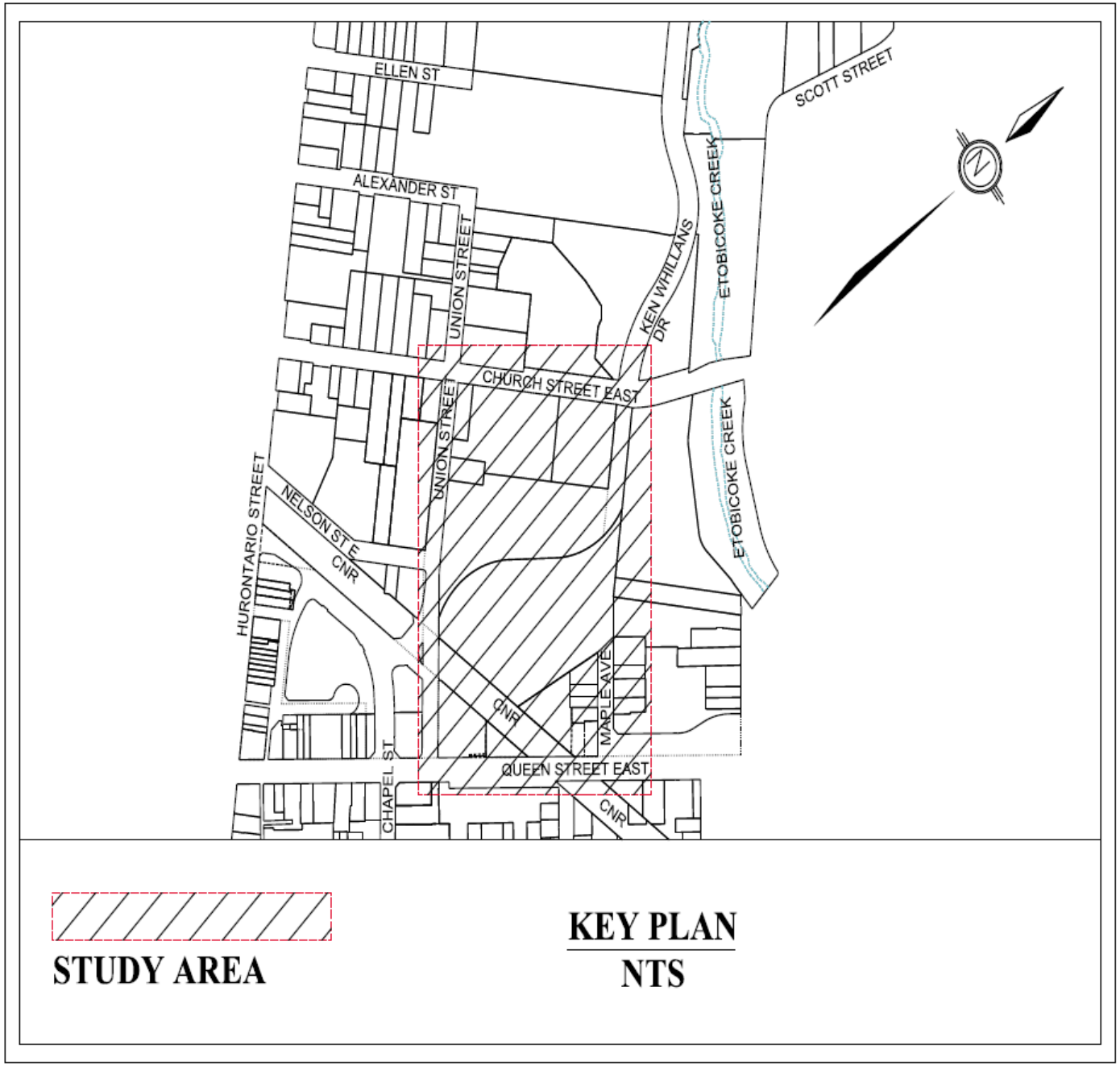
PARSONS

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

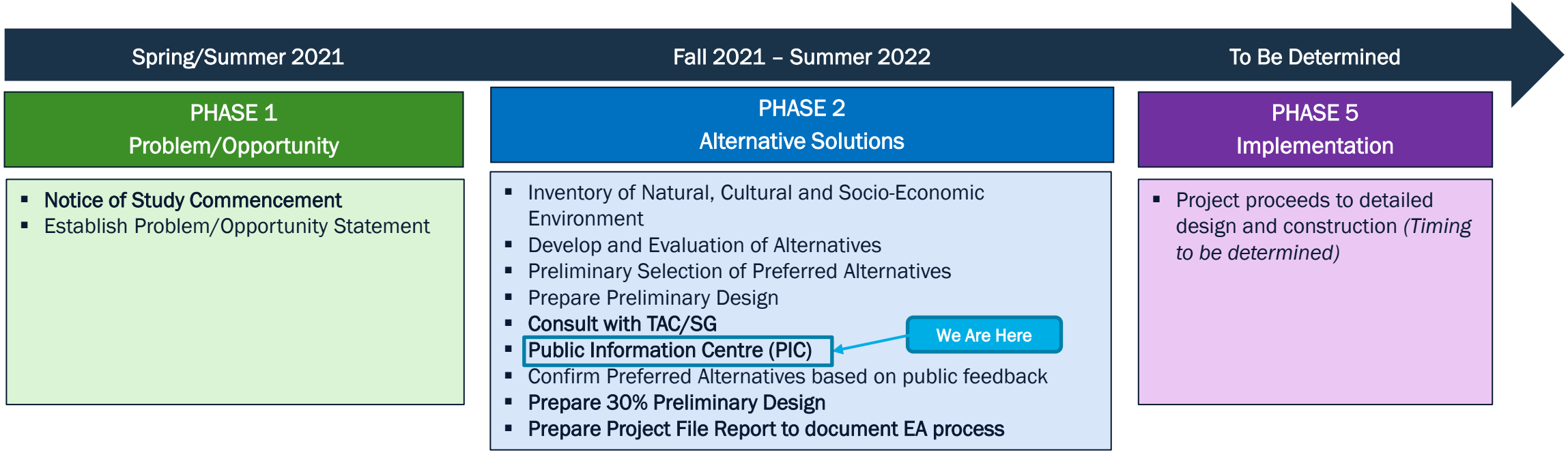
- Notice of Study Commencement issued in February 2021 to local residents and businesses, technical agencies and Indigenous Communities
- Technical Agency Committee (TAC) on March 1 to present findings
- Stakeholder Group (SG) on April 7 to present findings
- Online Public Information Centre (PIC) being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

PURPOSE OF THIS PIC

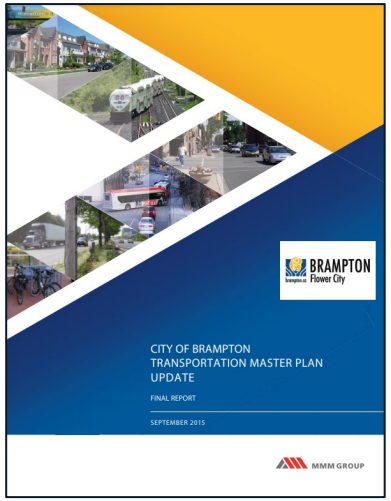
- Provide background on the project
- Outline existing conditions in the study area
- Present alternatives considered and evaluated
- Present the preferred preliminary design concept
- Summarize key impacts and mitigation measures of the preliminary design
- Provide an opportunity for the public to review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

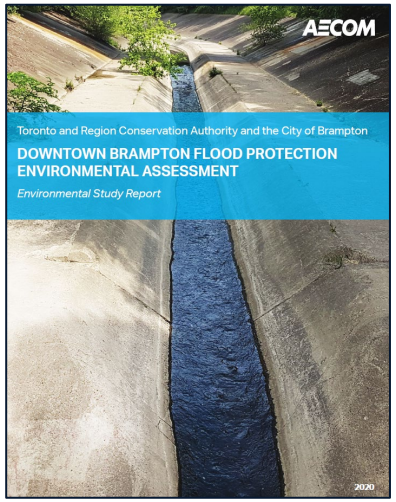


RELEVANT PLANS AND STUDIES



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.

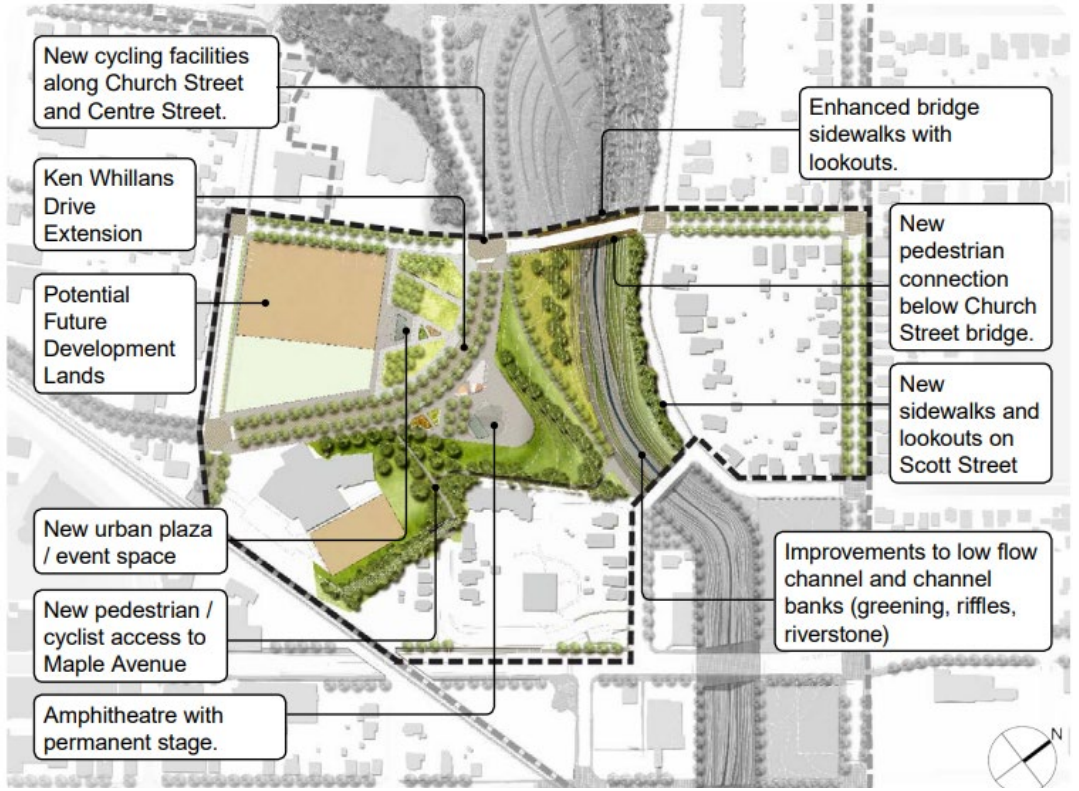


Downtown Brampton Flood Protection (DBFP) EA (completed in 2020)

- 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

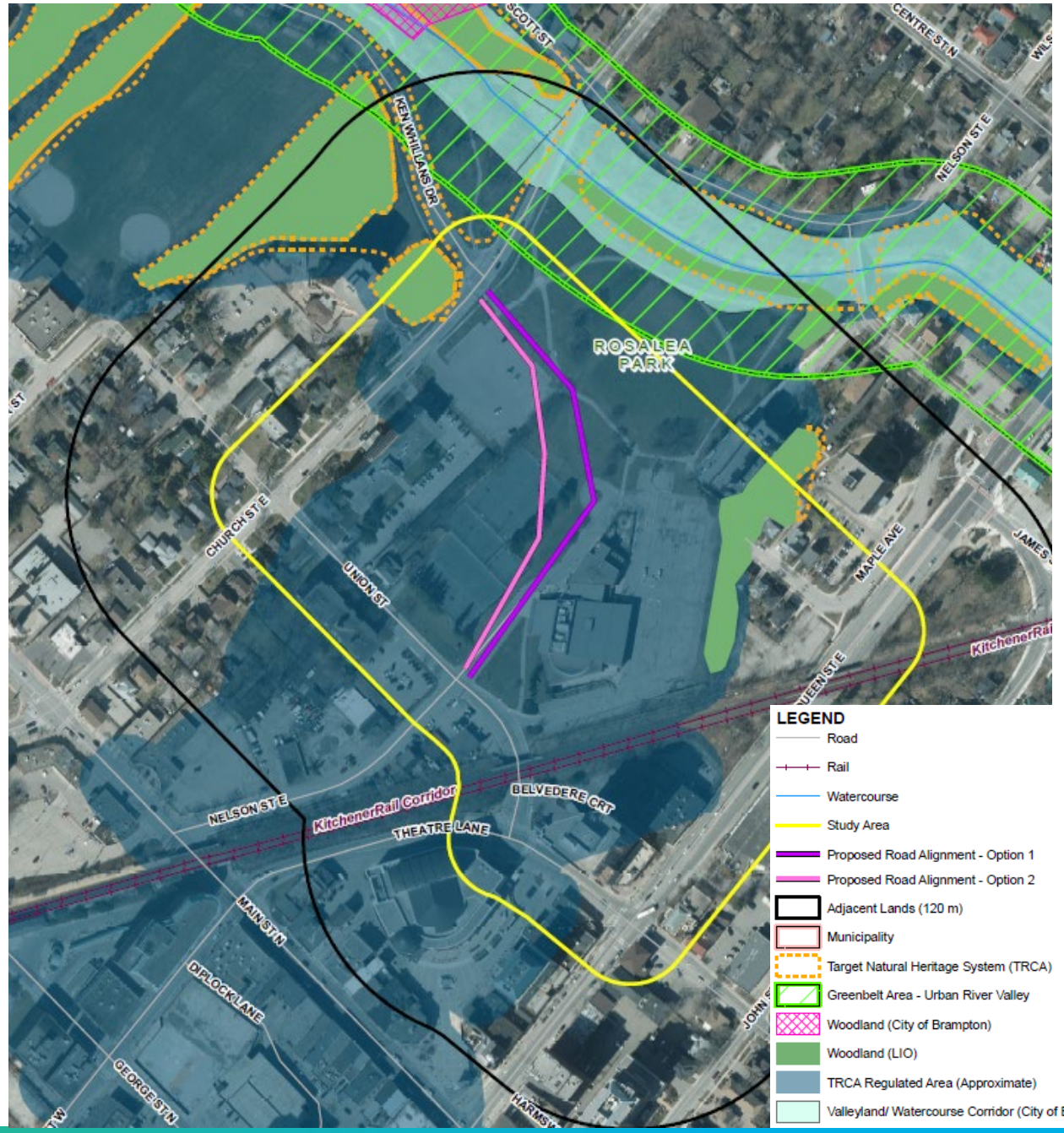
Technical Study	Status
Transportation and Traffic Study	Completed
Natural Environment Assessment Report	Draft completed and being reviewed by the City
Cultural Heritage Report	Draft completed and being reviewed by the City
Stage 1 Archaeological Assessment	Completed as part of the DBFP EA
Phase 1 Environmental 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.

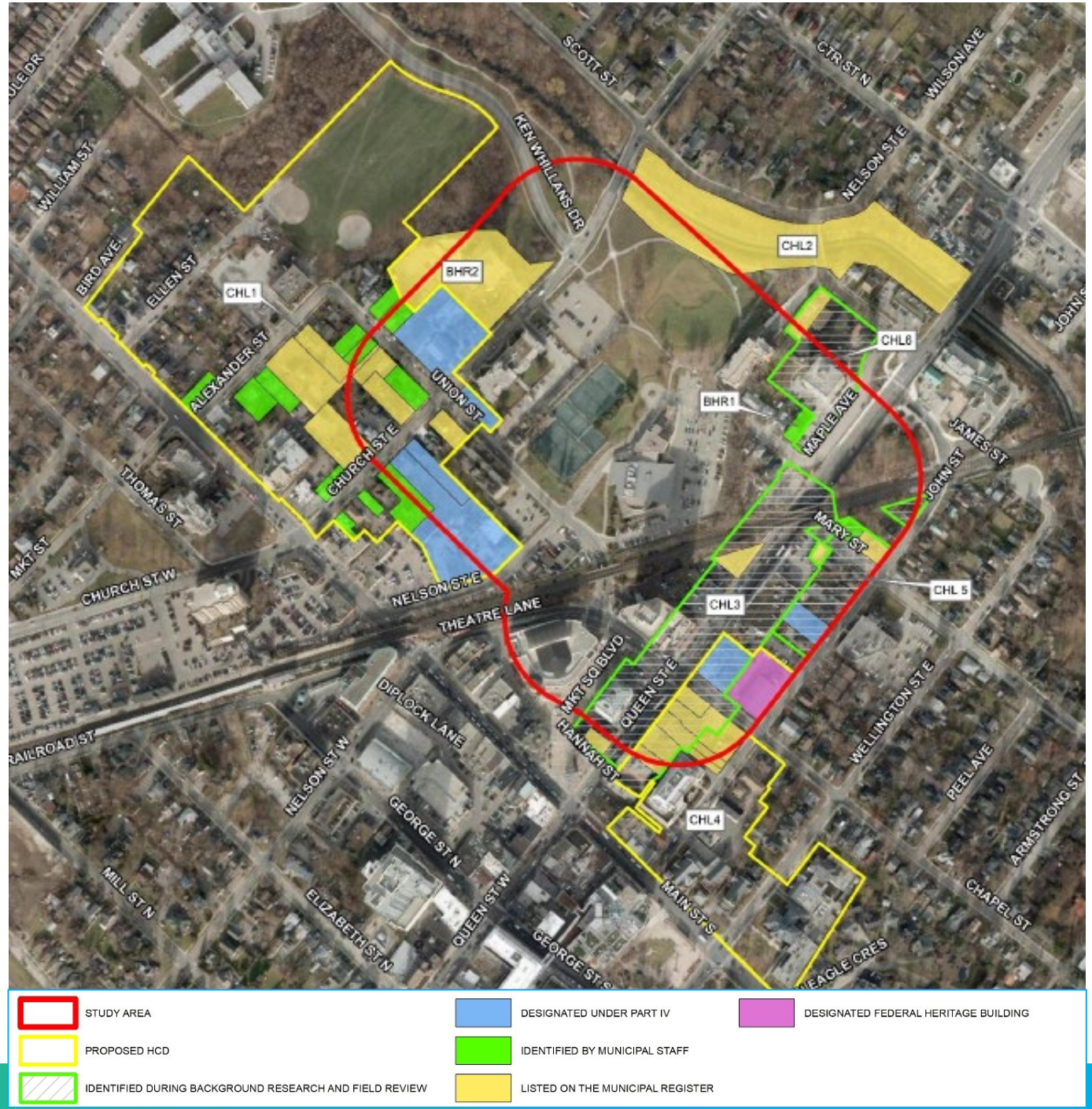


EXISTING CULTURAL ENVIRONMENT

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.

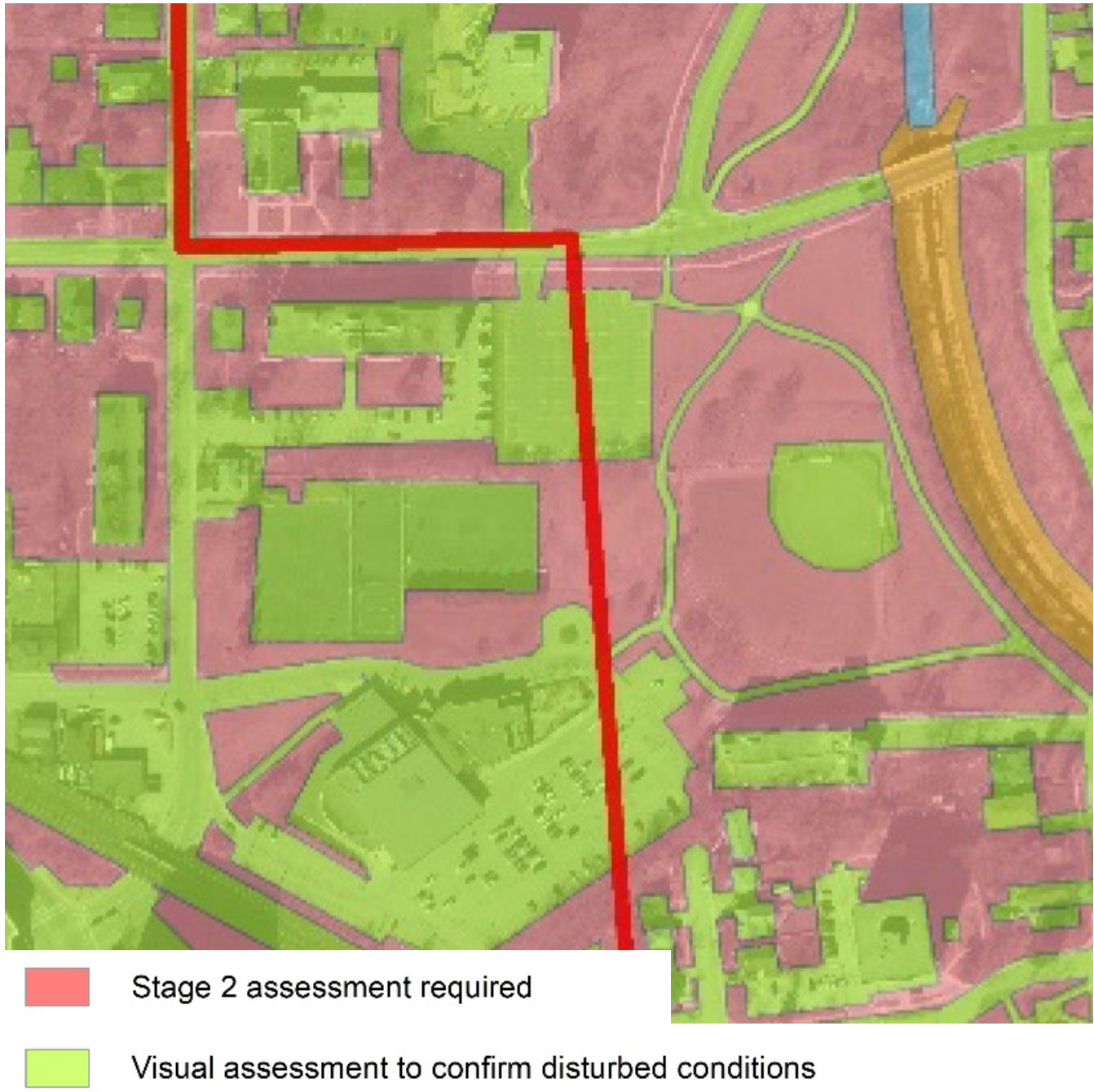
Some of these resources are designated as having cultural heritage value under the *Ontario Heritage Act* or are listed on the Municipal Heritage Register.



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).

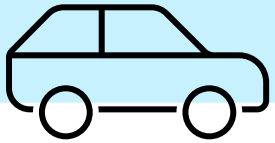
Areas that retain archaeological potential (shown in pink) will require Stage 2 assessment if impacted. Some areas require visual assessment to confirm disturbed conditions (shown in green).

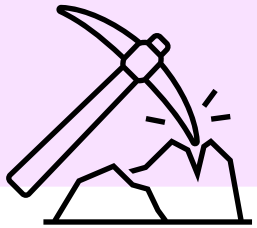


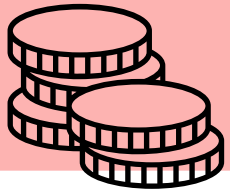
EVALUATION CRITERIA

- **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
• Traffic Demand • Connectivity • Safety • Active Transportation • Constructability	• Terrestrial • Aquatic	• Archaeology • Cultural Heritage	• Shaping the City (plans and policies) • Supports Future Land Use • Streetscaping and Placemaking • Social Equity • Access • Property	• Capital Costs • Maintenance Costs



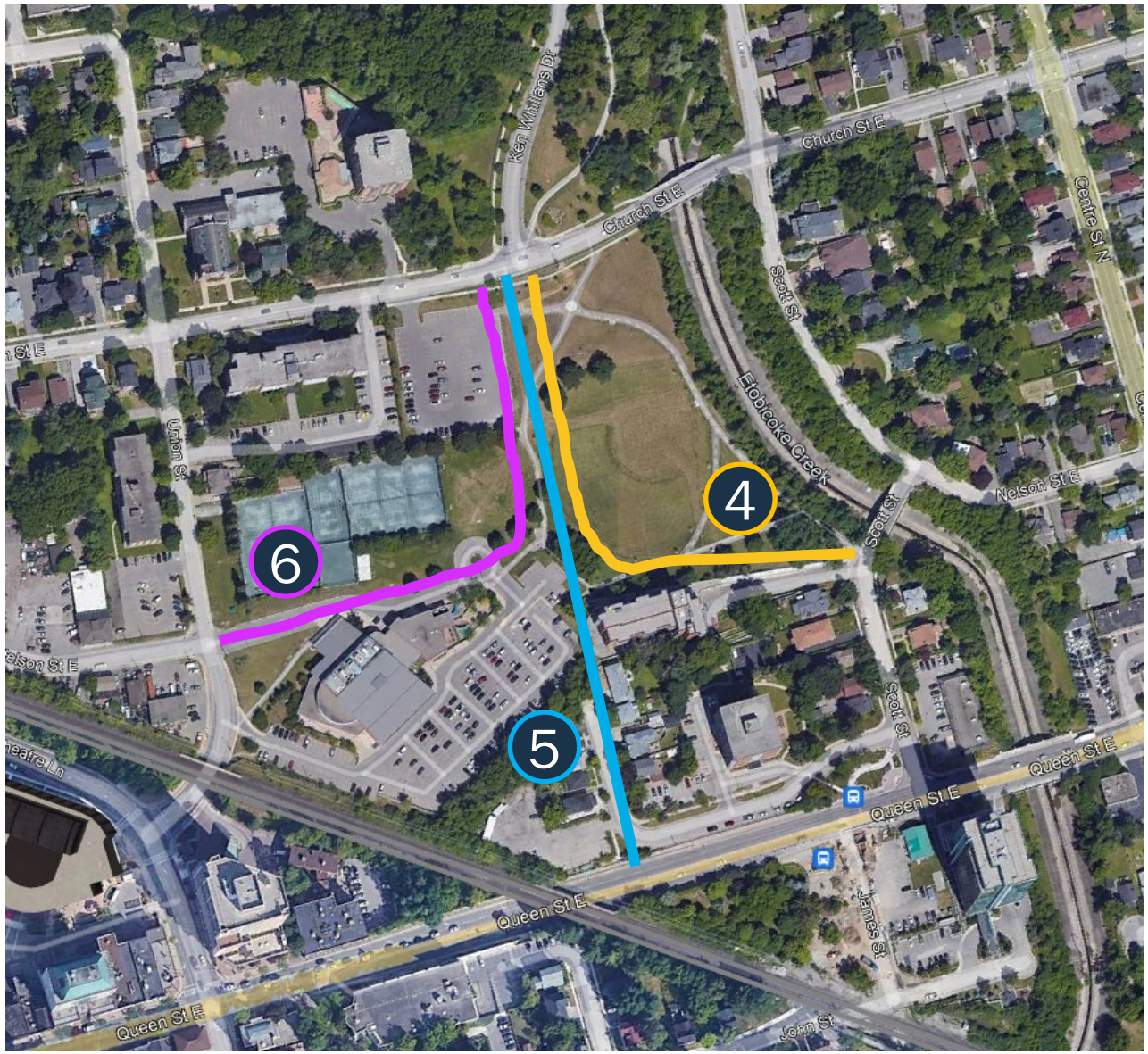




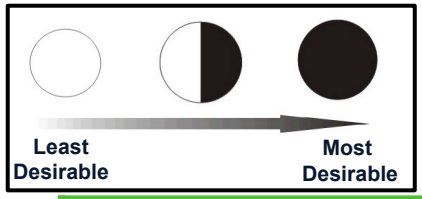
ALTERNATIVE SOLUTIONS

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

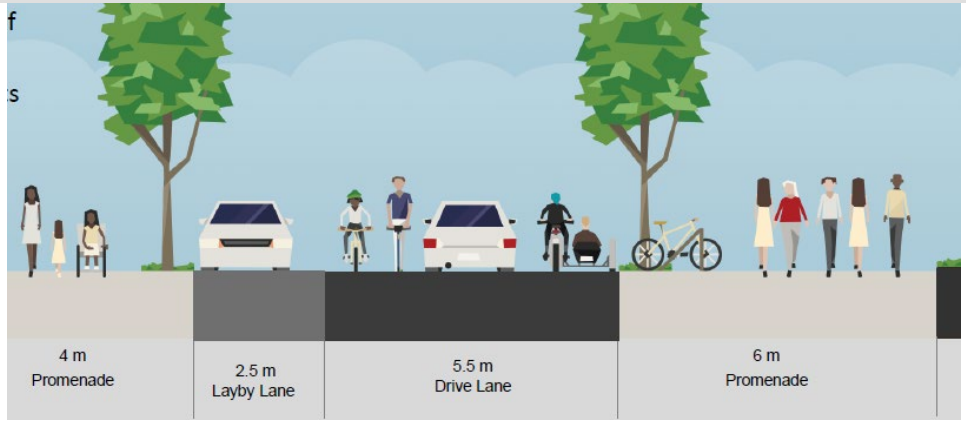


Evaluation Criteria	1: Do Nothing		2: Limit Development		3: Improve Existing Routes		4: Extend KW to the East		5: Extend KW to the South		6: Extend KW to the West	
Transportation (vehicular demand, speed, pedestrians, cyclists, safety, etc.)	○	Does not support transportation improvements to the study 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	

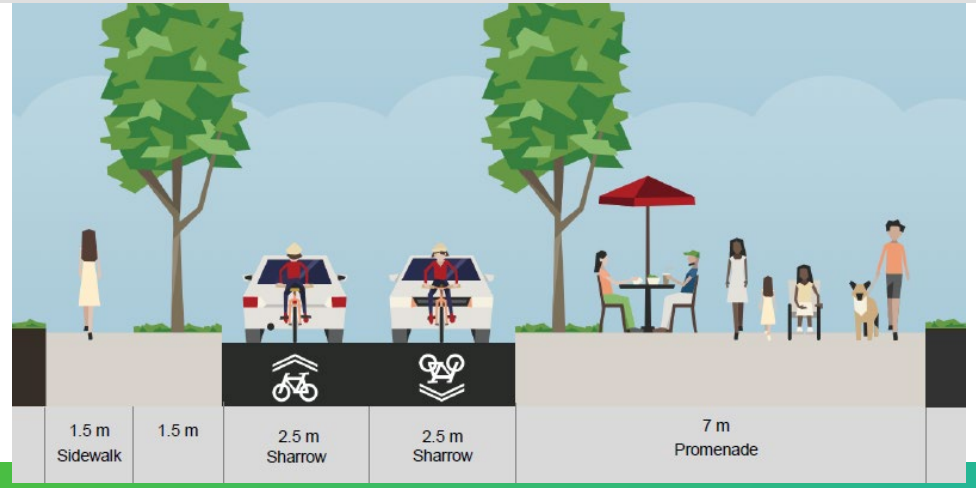
STREET DESIGN OPTIONS

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

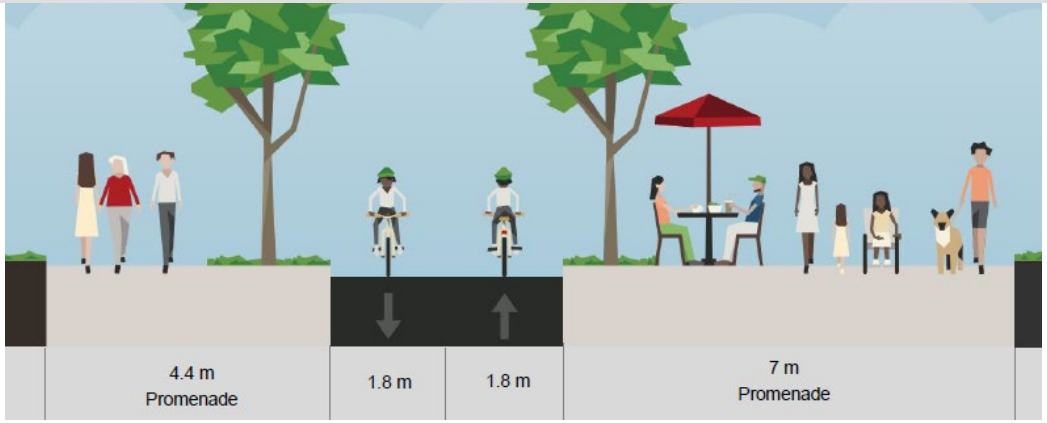
1. Shared Street: Low speed environment with a shared space for all modes, with a focus on pedestrian space



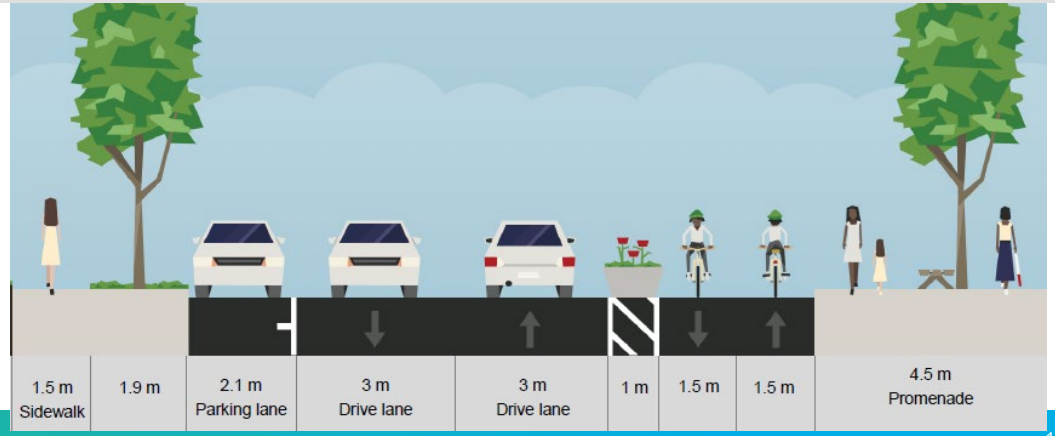
2. Bike Boulevard: Bike priority street with slightly wider travel lanes to allow car access.



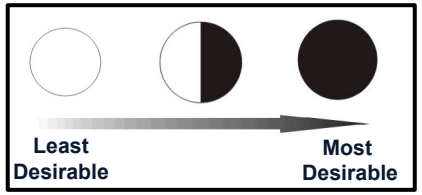
3. Active Transportation Only: No vehicular lanes. The full ROW is for bike lanes and pedestrian space.



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



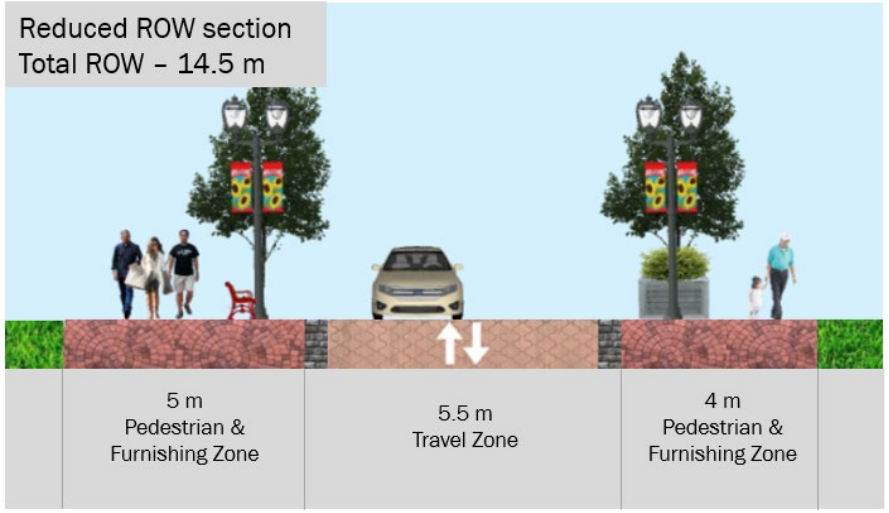
EVALUATION OF STREET DESIGN OPTIONS



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**					

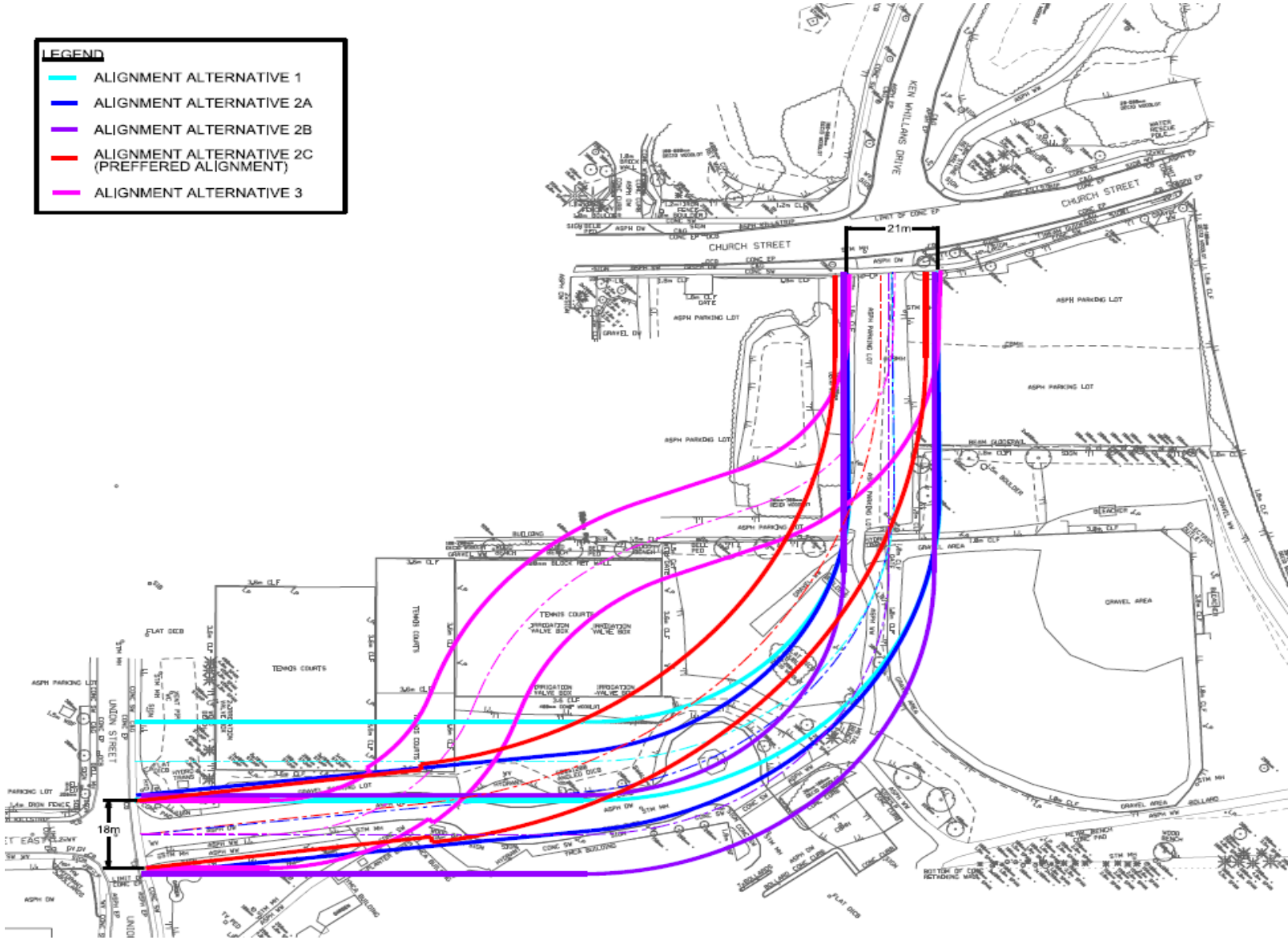
PREFERRED STREET DESIGN OPTION – SHARED STREET

- 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

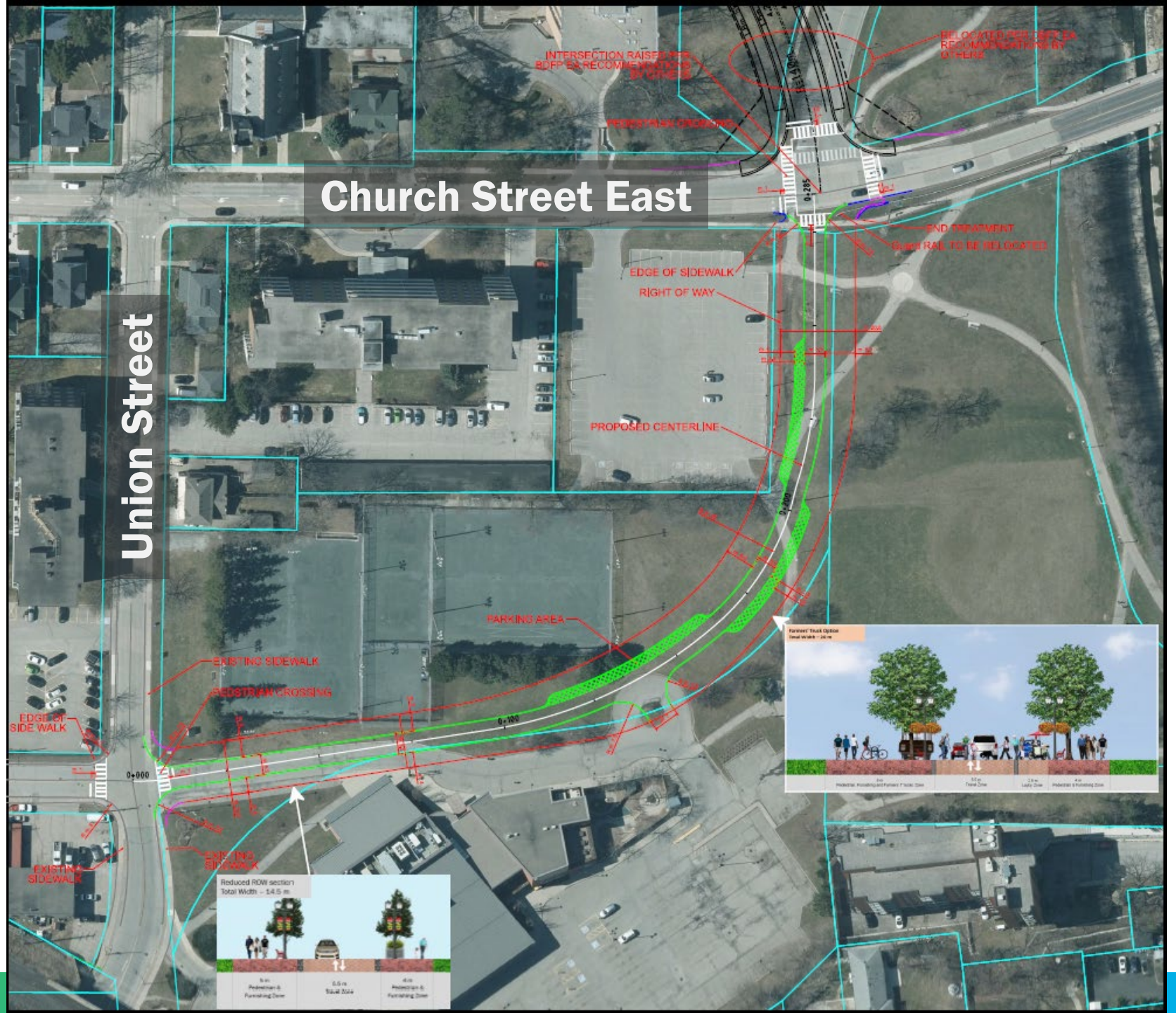
- Several high-level, conceptual street alignments that would connect the Ken Whillans Drive extension to the west to Nelson Street were considered.
- The preferred alignment was designed based on these criteria:
  - Can tie into existing intersections (i.e. no skews, which would make intersections safer)
  - 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.



PREFERRED PRELIMINARY DESIGN

Key Features:

- Ken Whillans Drive extension south of Church Street to the west to Union Street
- ‘Shared Street’ ROW that prioritizes pedestrian space and complements future Rosalea Park
- Reduced ROW width adjacent to the YMCA / tennis courts to reduce impacts



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

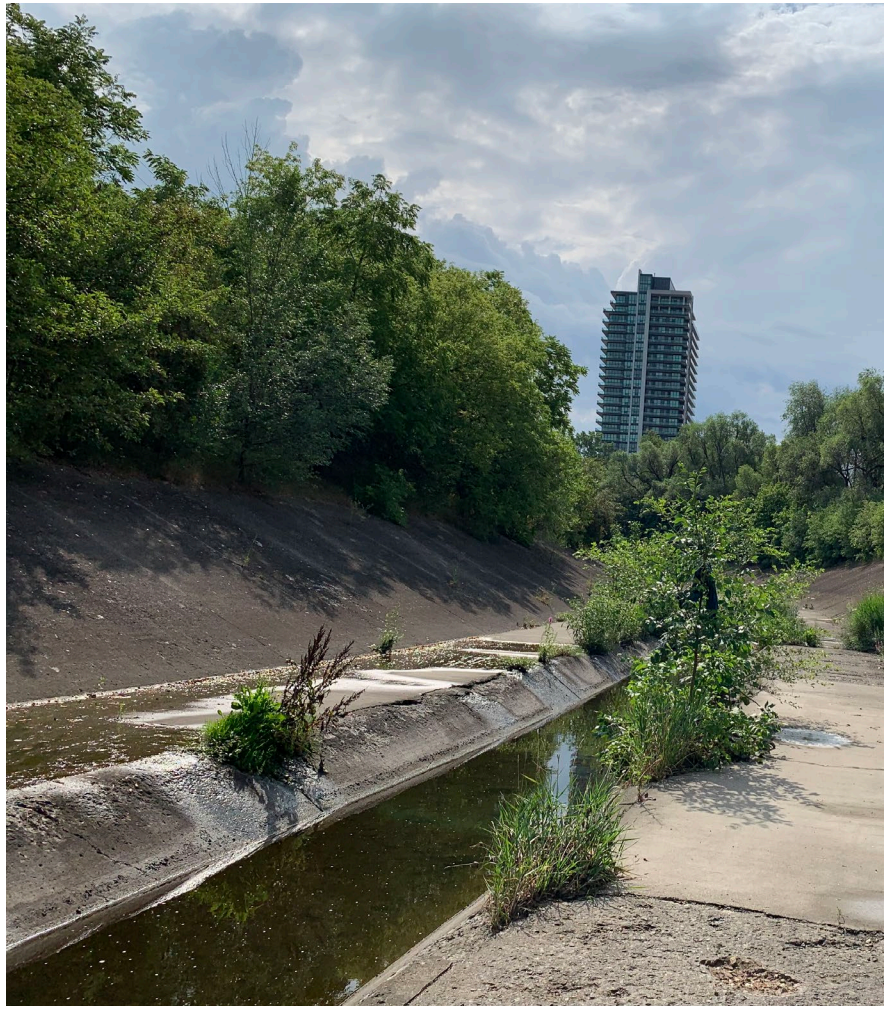
CULTURAL ENVIRONMENTAL IMPACTS AND MITIGATION

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	• 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	• Ongoing consultation with YMCA about the project and property needs
Utility	• Some utilities have infrastructure in the study area, primarily at the two intersections	• Coordination with utilities for relocation, if needed
Construction	• Temporary impacts associated with construction works and staging, such as access and noise impacts	• 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