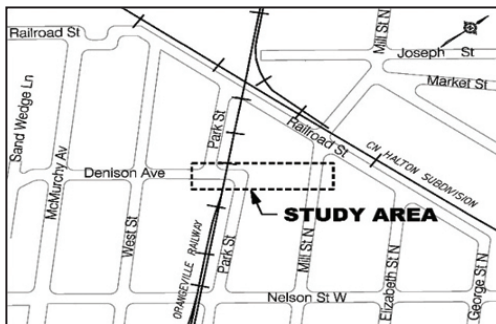


# Public Notice

## NOTICE OF PUBLIC INFORMATION CENTRE DENISON AVENUE EXTENSION (FROM PARK STREET TO MILL STREET) MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

### The Study

The City of Brampton is carrying out a Schedule 'B' Municipal Class Environmental Assessment (Class EA) for the extension of Denison Avenue from Park Street to Mill Street (see map). The proposed road extension was identified in the City of Brampton Transportation Master Plan Update, 2015. The study will evaluate traffic and connectivity needs, alternative road designs, active transportation considerations and the impact of such improvements on the social, cultural and natural environments.



### The Process

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 and 2015), which is approved under the Ontario Environmental Assessment Act.

Public and stakeholder consultation is a key element of the Class EA process. A Public Information Centre (PIC) has been arranged for:

**Date:** Thursday, September 19<sup>th</sup>, 2019 (Drop-in-Centre Format)

**Time:** 6:30PM – 8:00PM

**Place:** Chris Gibson Recreational Centre, Youth Room  
125 McLaughlin Road North, Brampton ON L6X 1A1

The purpose of the PIC is to review the need and justification for the road extension, alternative solutions and designs and to present a preliminary preferred design for public input. Anyone with interest in the Study is invited to attend and participate.

### Comments Invited

If you cannot attend and would like to provide comments, please forward your comments by October 11<sup>th</sup>, 2019 to either of the contacts listed below. Following the PIC, the study findings will be reviewed in light of comments received and the preliminary preferred design for Denison Avenue Extension will be confirmed.

To learn more, visit the project website at [www.brampton.ca/EnvironmentalAssessments](http://www.brampton.ca/EnvironmentalAssessments). If you have any questions or comments regarding the Study please contact either of the following project team members:

Soheil Nejatian, P.Eng.  
Project Engineer, Infrastructure Planning  
Public Works & Engineering,  
1975 Williams Parkway, Brampton, ON L6S 6E5  
Call: 311  
Fax: 905-874-2505  
TTY: 905-874-2130  
Email: [Soheil.Nejatian@brampton.ca](mailto:Soheil.Nejatian@brampton.ca)

Marko Paranosic, P.Eng, PE  
Senior Project Manager  
Associated Engineering (Ont.) Ltd.  
Suite 302- 508 Riverbend Drive  
Kitchener, ON N2K 3S2  
Tel: 226-215-3147  
Email: [paranosicm@ae.ca](mailto:paranosicm@ae.ca)

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.

# 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 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.

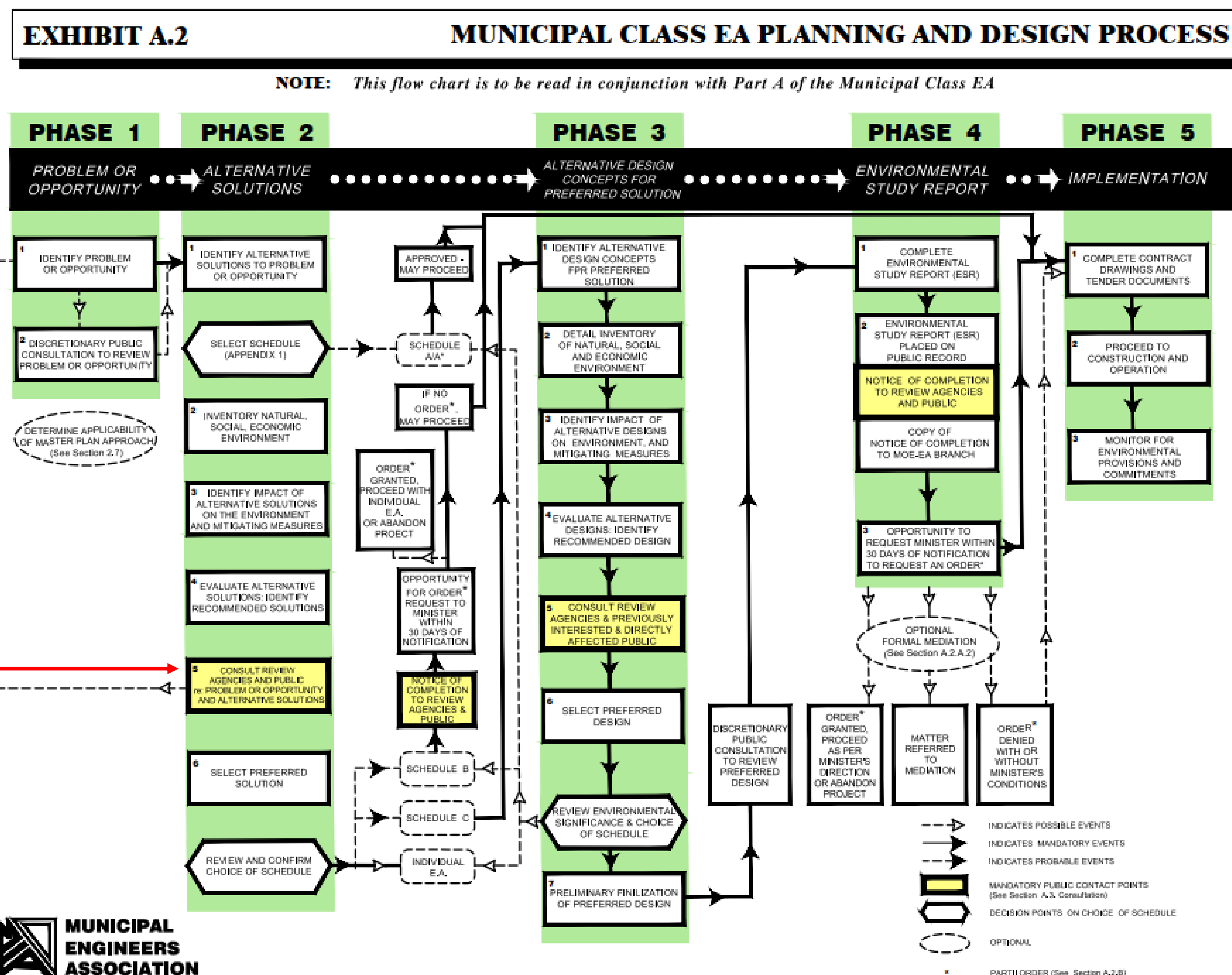
The main objectives of the study are the following:

- 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

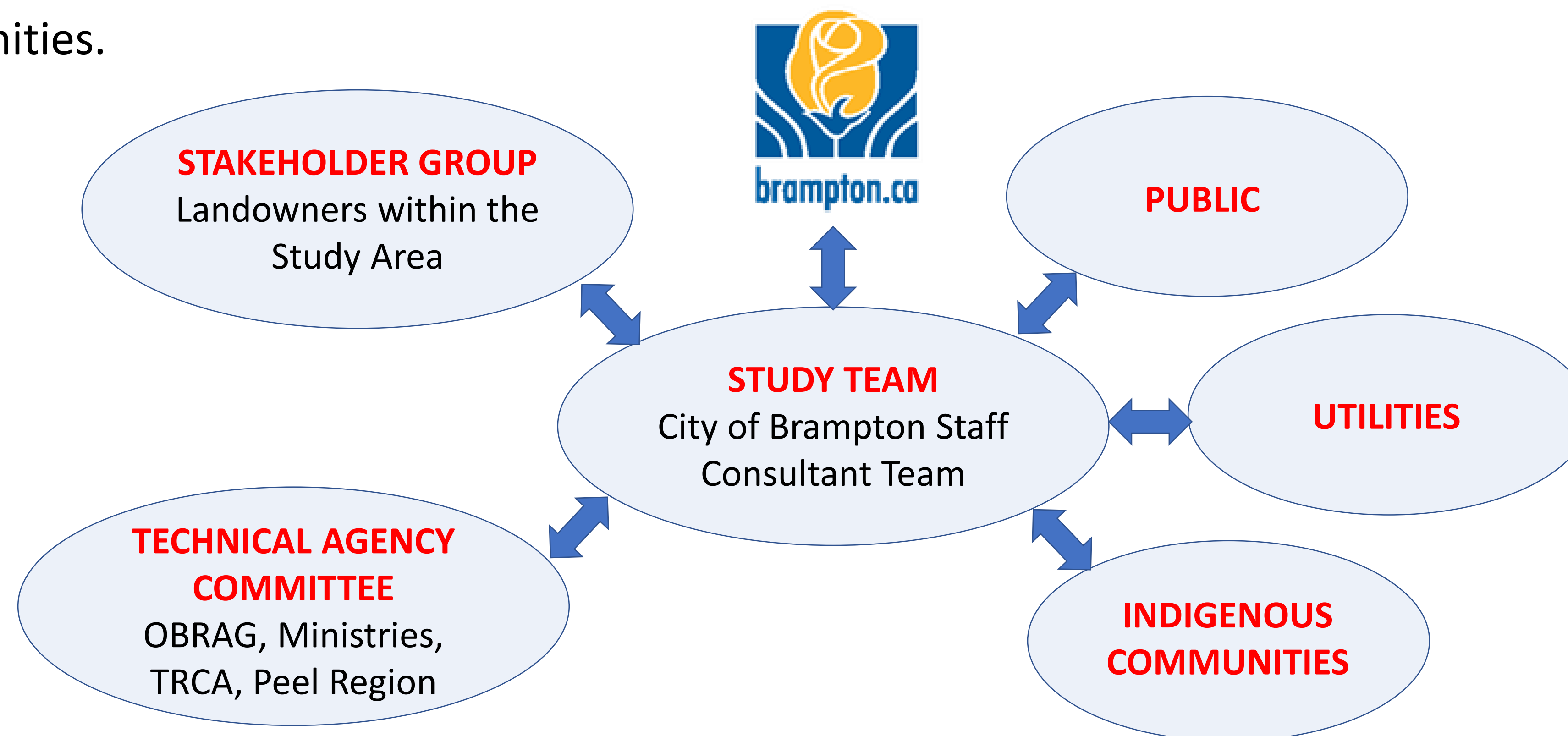
# Public Consultation

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.

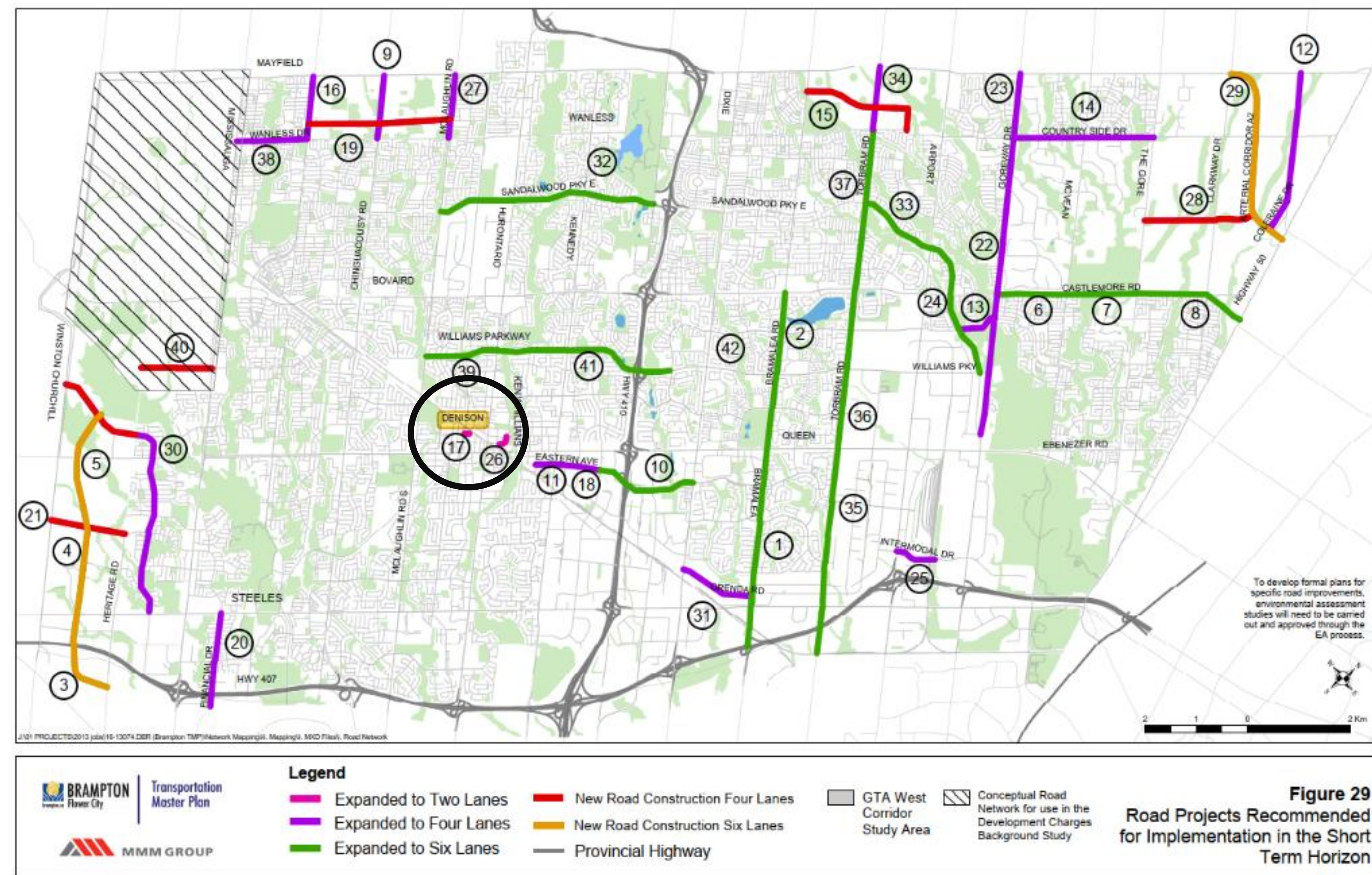
The Study Team recognizes that there are many different interests within our study area. Our Public Consultation program includes outreach to the following groups:

- 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.



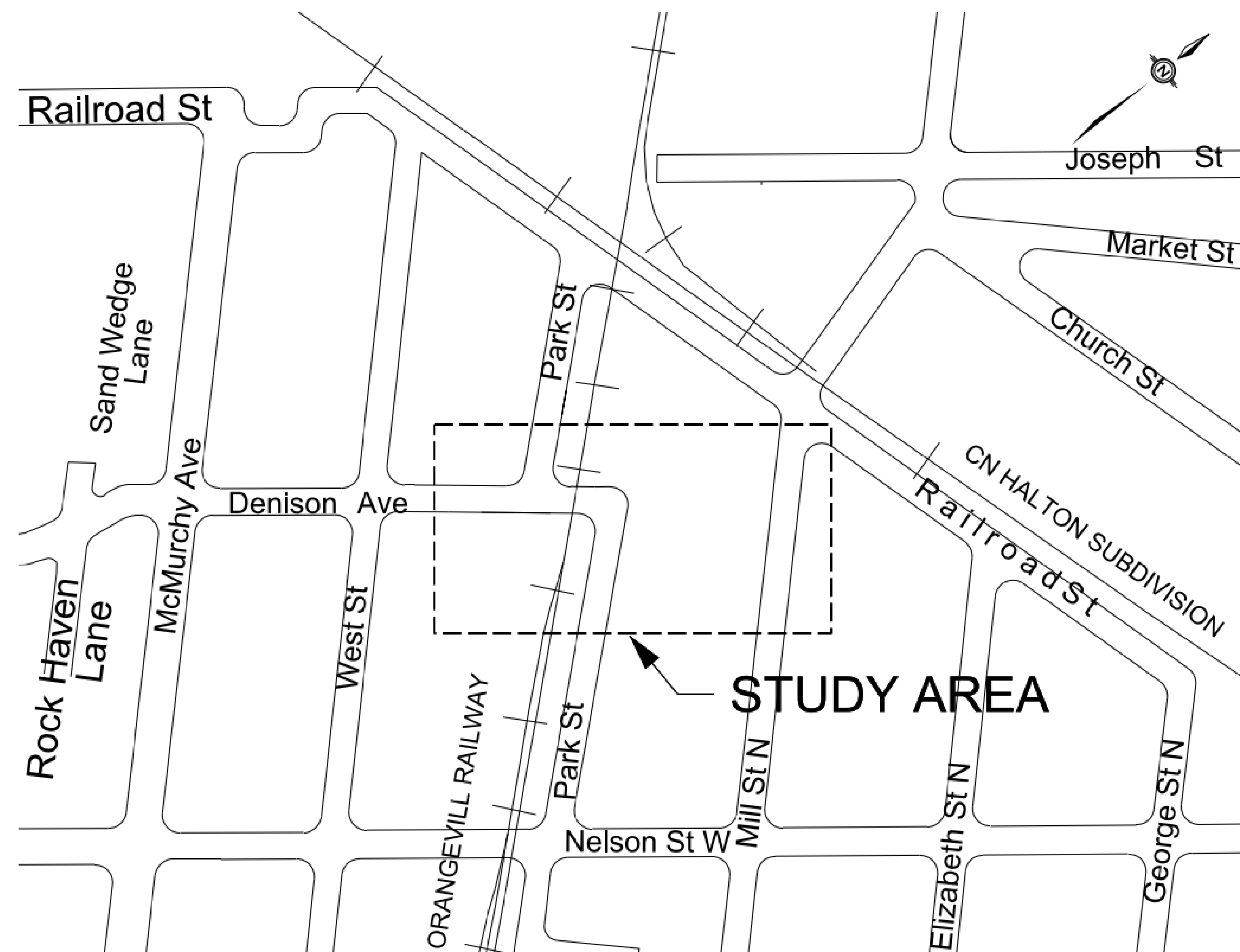
# Background – Transportation Master Plan

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).



# Background – Area Overview

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



**Denison Avenue, Park Street to Mill Street**  
Municipal Class Environmental Assessment



# 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.

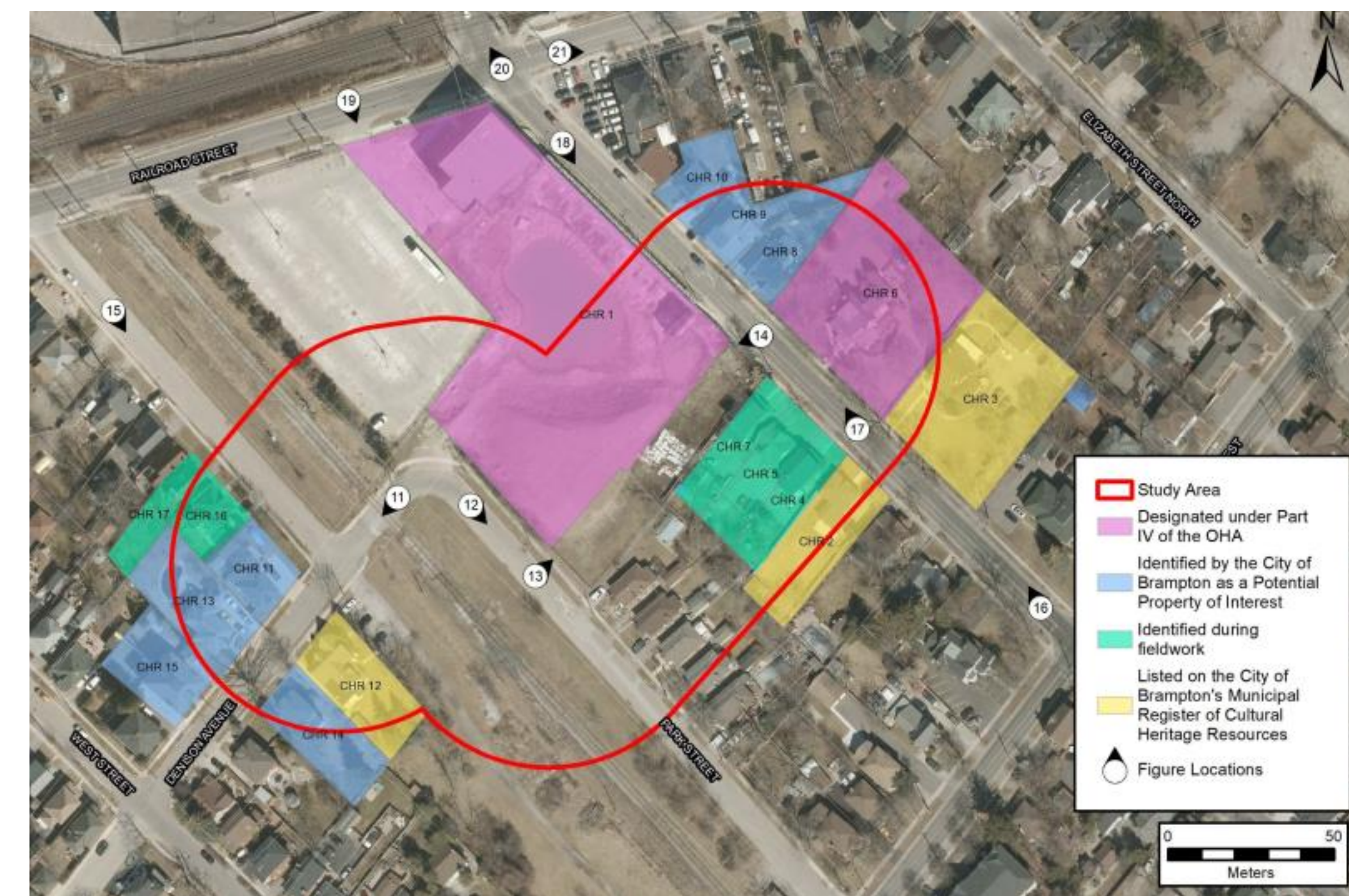
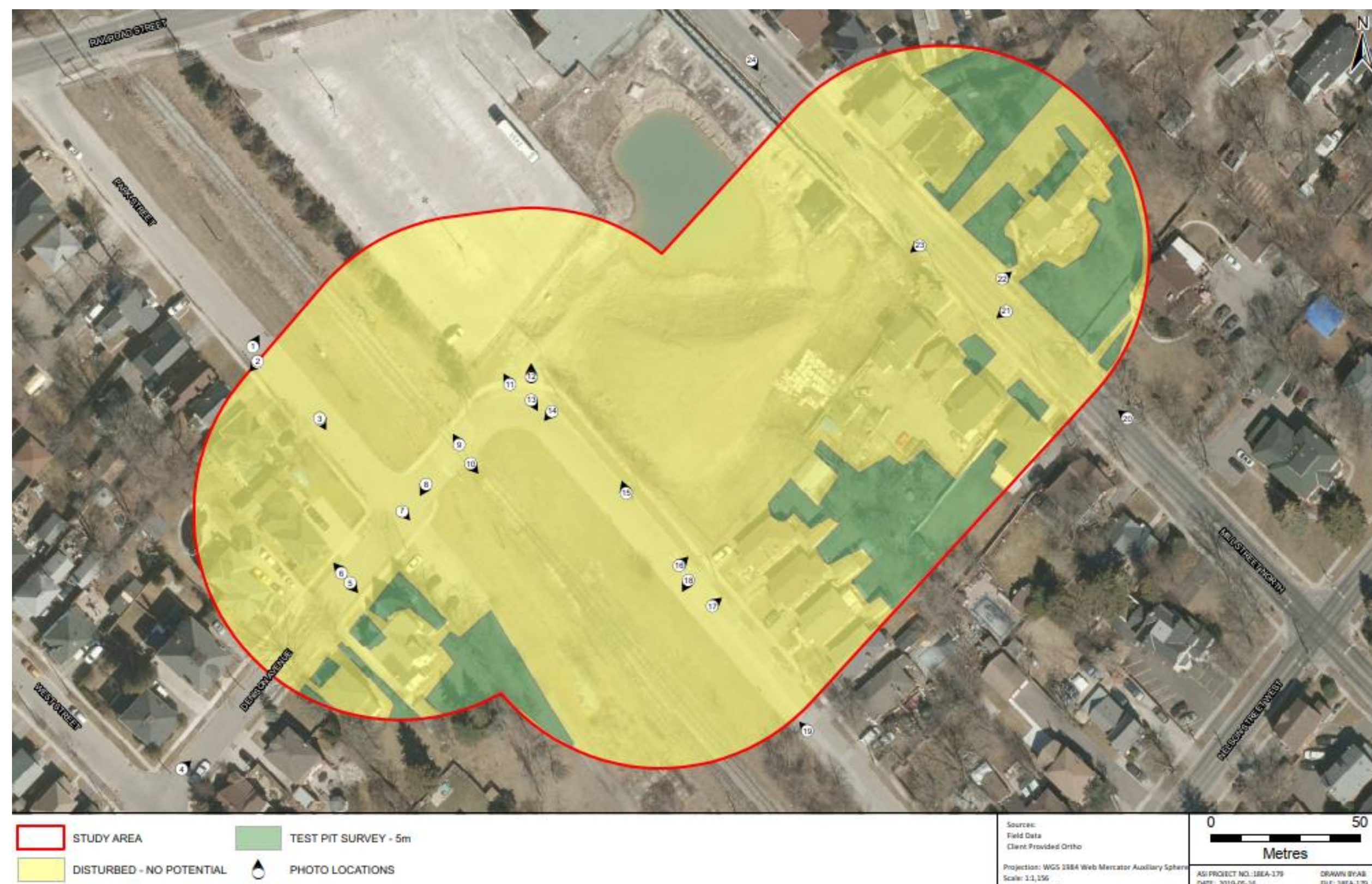
# Existing Conditions – Archaeology and Built Cultural Heritage

## 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

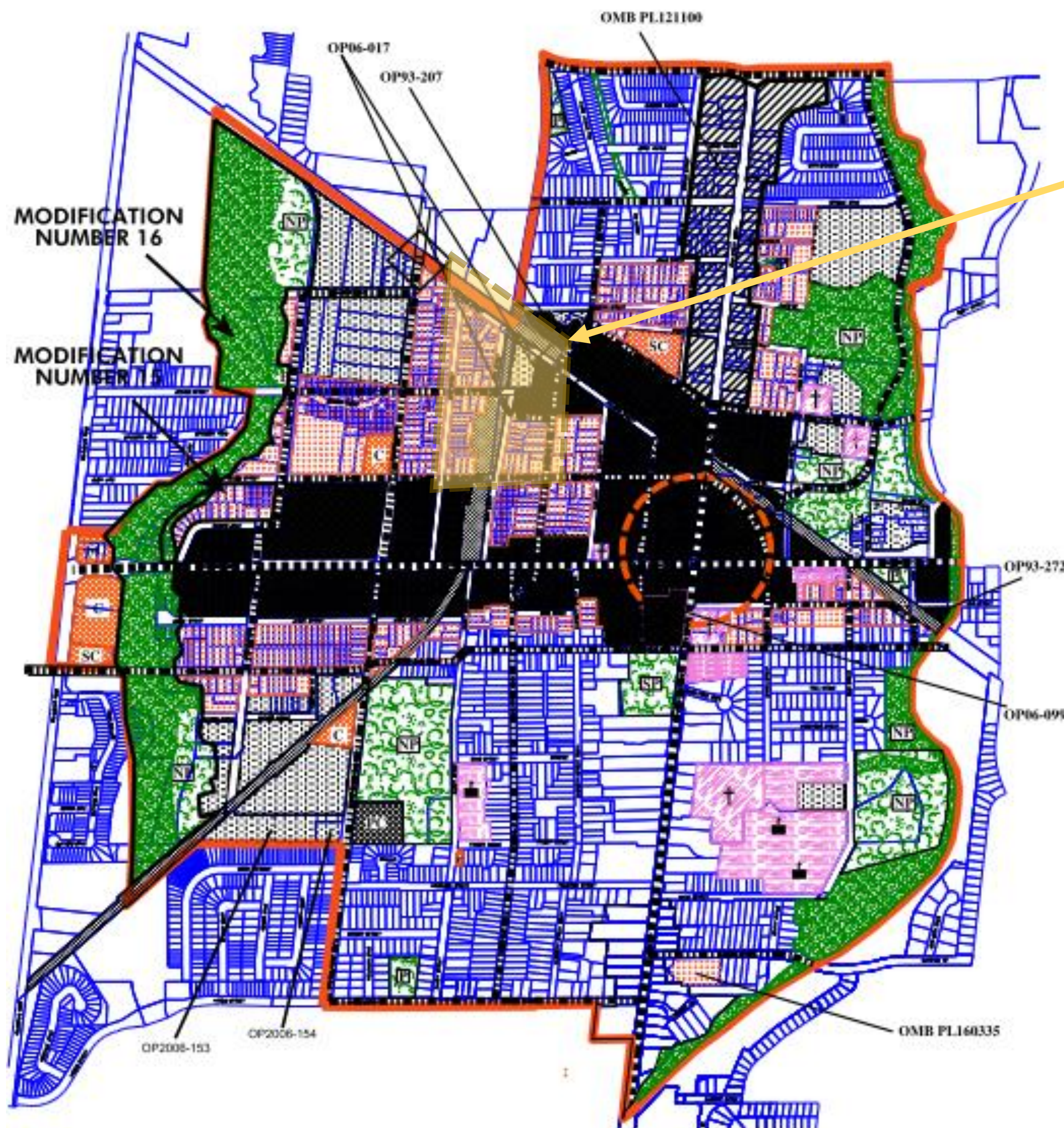
- Three area properties were identified as being on the City's Municipal Registry of Cultural Heritage Resources within the study area that are not impacted by the extension
- Seven area properties were identified as being "properties of interest" for further investigation
- The Denison Avenue Extension would aim to avoid minimize/mitigate impacts to identified heritage properties



# Existing Conditions – Socio-Economic

## Socio-Economic

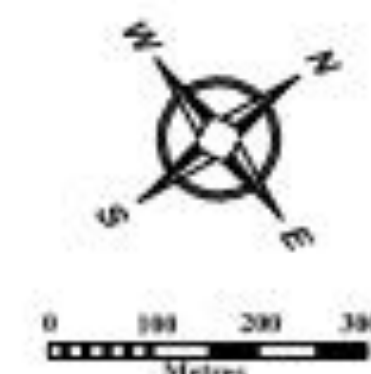
- The study area is located within the Downtown Brampton Secondary Plan Area (Area 7)
- Land use within the study area includes;
  - Development of 387 unit mixed-use condominium development on the 45 Railroad Street site (ongoing)
  - GO Transit station
  - Residential single unit detached homes



Denison Avenue  
EA Study Area

| LAND USE   |  | PUBLIC OPEN SPACE               |  | TRANSPORTATION            |  |
|--|--|---------------------------------|--|---------------------------|--|
| Subject Lands  |  | Parkette                        |  | Transportation Facilities |  |
| <b>RESIDENTIAL</b>   |  | Specialized Park                |  | Minor Arterial Road       |  |
| Low Density  |  | Neighbourhood Park              |  | Collector Road            |  |
| Medium Density   |  | Valley Land                     |  | Local Road                |  |
| Medium High / High Density   |  | Private Commercial / Recreation |  | Grade Separation          |  |
| <b>COMMERCIAL</b>  |  | <b>INSTITUTIONAL</b>            |  |                           |  |
| Central Area Mixed Use   |  | Institutional                   |  |                           |  |
| Service Commercial   |  | Place of Worship                |  |                           |  |
| Highway Commercial   |  | School                          |  |                           |  |
| Convenience Commercial   |  |                                 |  |                           |  |
| Office Node  |  |                                 |  |                           |  |
| Proposed Development Permit System Area:<br>Main Street North Development Permit System Area |  |                                 |  |                           |  |

OFFICE CONSOLIDATION  
THE DOWNTOWN BRAMPTON SECONDARY PLAN  
SECONDARY PLAN AREA 7  
SCHEDULE SP7(A)



Last Amendment - OP2006-154  
Date: FEBRUARY 2015  
File: SPO7\_SchedA\_022010.dwg

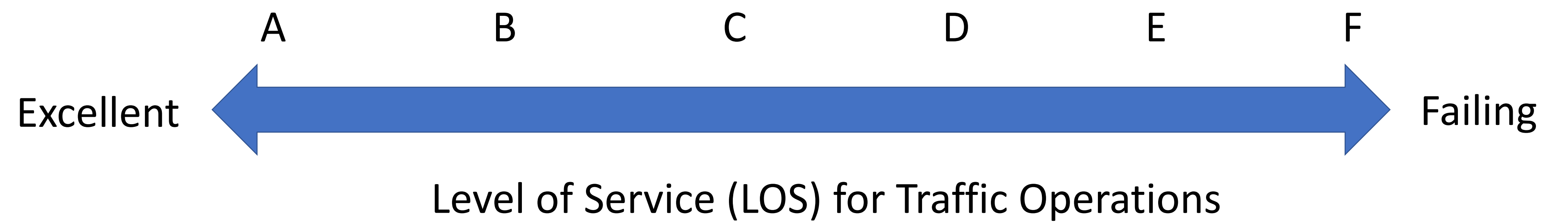
# Transportation Study

- 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

## 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    |

- ❑ ALOS = Automotive Level of Service
- ❑ BLOS = Bike Level of Service
- ❑ PLOS = Pedestrian Level of Service



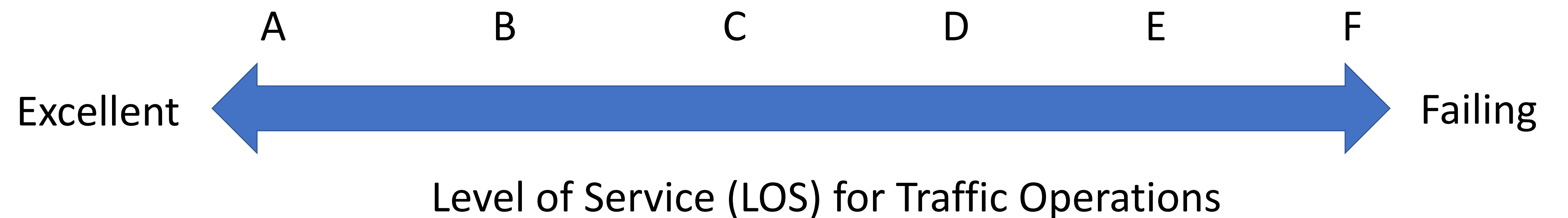
# Transportation Study

## Analysis of Area Road Segments

- 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

| 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    |

- ALOS = Automotive Level of Service
- BLOS = Bike Level of Service
- PLOS = Pedestrian Level of Service



# 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 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   |
| <b>Description</b>   | <b>Realignment at South End of 45 Railroad Street Property</b>   | <b>Realignment West of Park, Across OBG Rail Line</b>  | <b>Extension of Denison straight through 45 Railroad St. Property</b>  |
| <b>Natural</b>   |  |  |  |
| 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   |
| 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.  | ● 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.  | ● 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.  |
| <b>Social/Economic</b>   |  |  |  |
| 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   |  |  |
| <b>Cultural Environment</b>  |  |  |  |
| 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)  |
| <b>Technical</b>   |  |  |  |
| 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. Eliminates 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)   |
| <b>Cost and Construction</b>   |  |  |  |
| 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)   |
| <b>Summary</b>   | <b>Preferred</b>   | <b>Not Preferred</b>   | <b>Not Preferred</b>   |
| <b>Reasoning</b>   | ● 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.  |

# 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

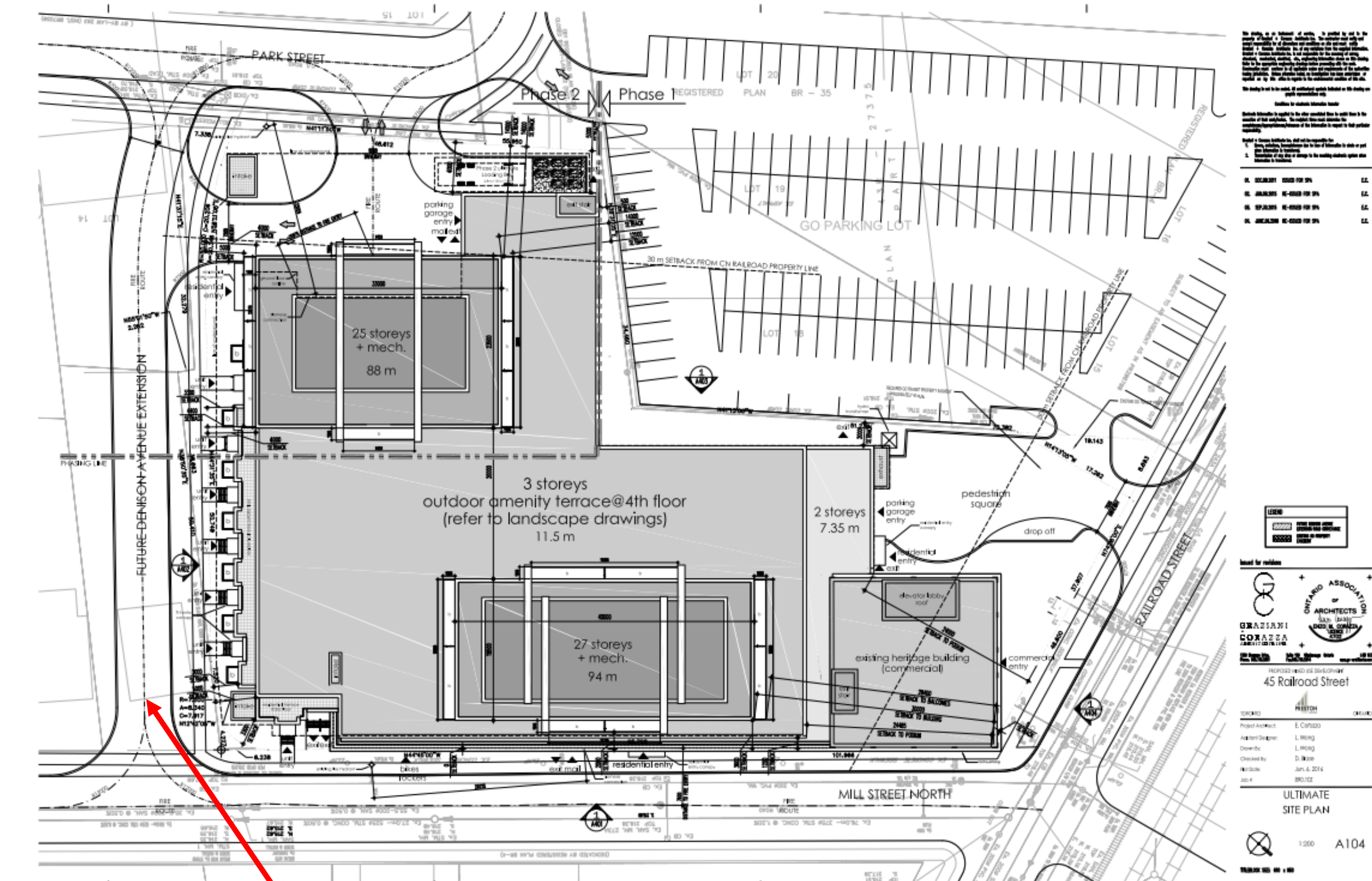
## Alternative #2 – Extension at South End of 45 Railroad Street with Realignment West of Park Street

- 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 (70° to 110°)

## 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



Denison Extension

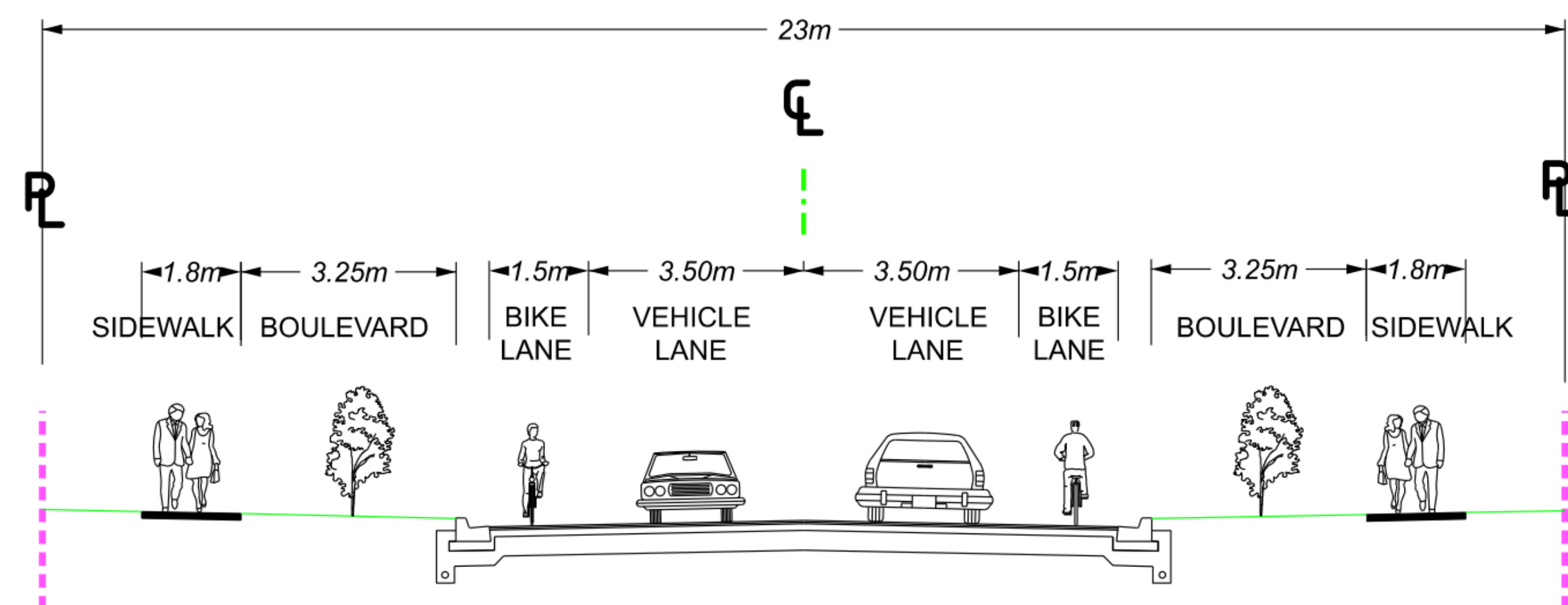


# Review of Alternative Designs for Denison Avenue Extension

## Preliminary Preferred Cross-Section for the Denison Avenue Extension

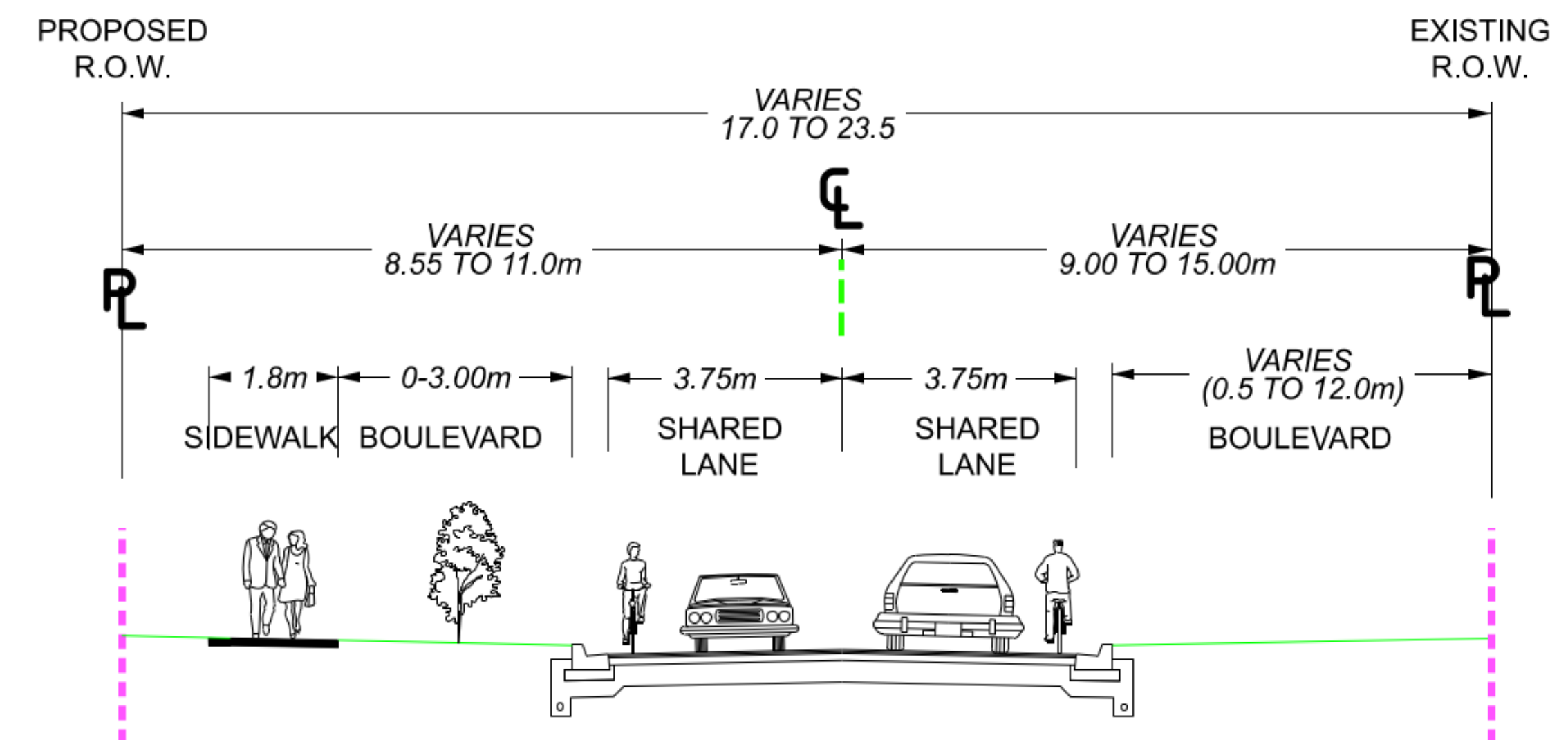
- The City's Standard Cross-Section for a Minor Collector Roadway has the following;
  - 23 m wide Right-of-Way (ROW)
  - 1.5m wide on-road bike lanes on both sides
  - 1.8m sidewalks on both sides
  - 3.25m width boulevard
- The Preliminary Preferred Cross-Section is a modified version of the City Standard in order to avoid property impacts and fit with the proposed 45 Railroad Street development, would have the following;
  - Variable Right-of-Way width
  - 1.8m sidewalks on north side only
  - Wider shared vehicle/cycle (sharrow) lanes in lieu of separate on-road bike lanes

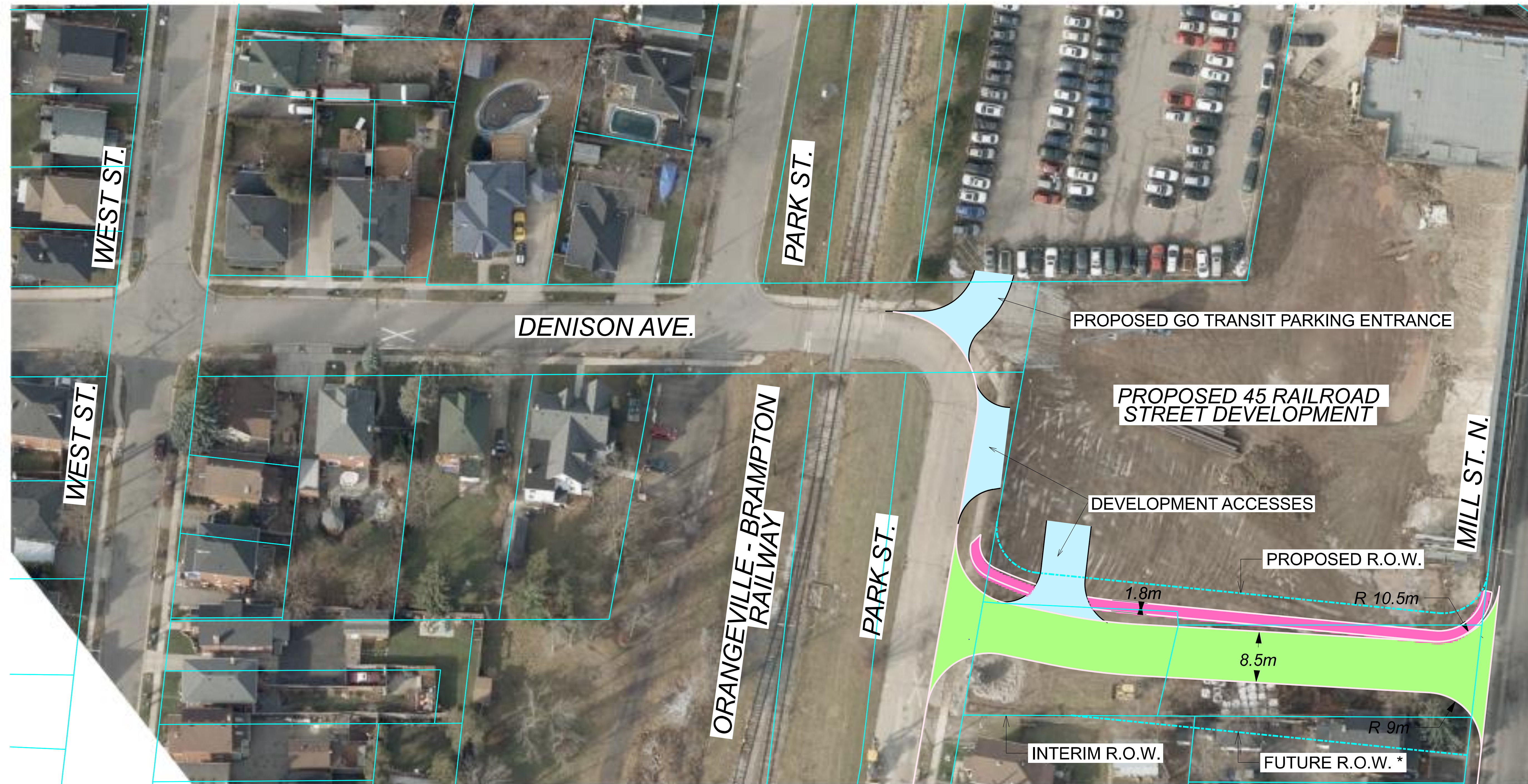
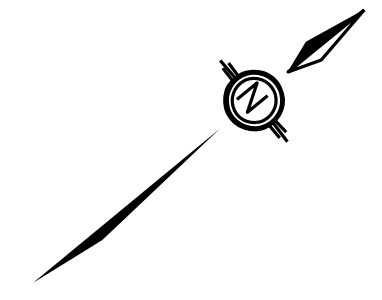
### City of Brampton Standard Cross-Section



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

### Preliminary Preferred Typical Cross-Section

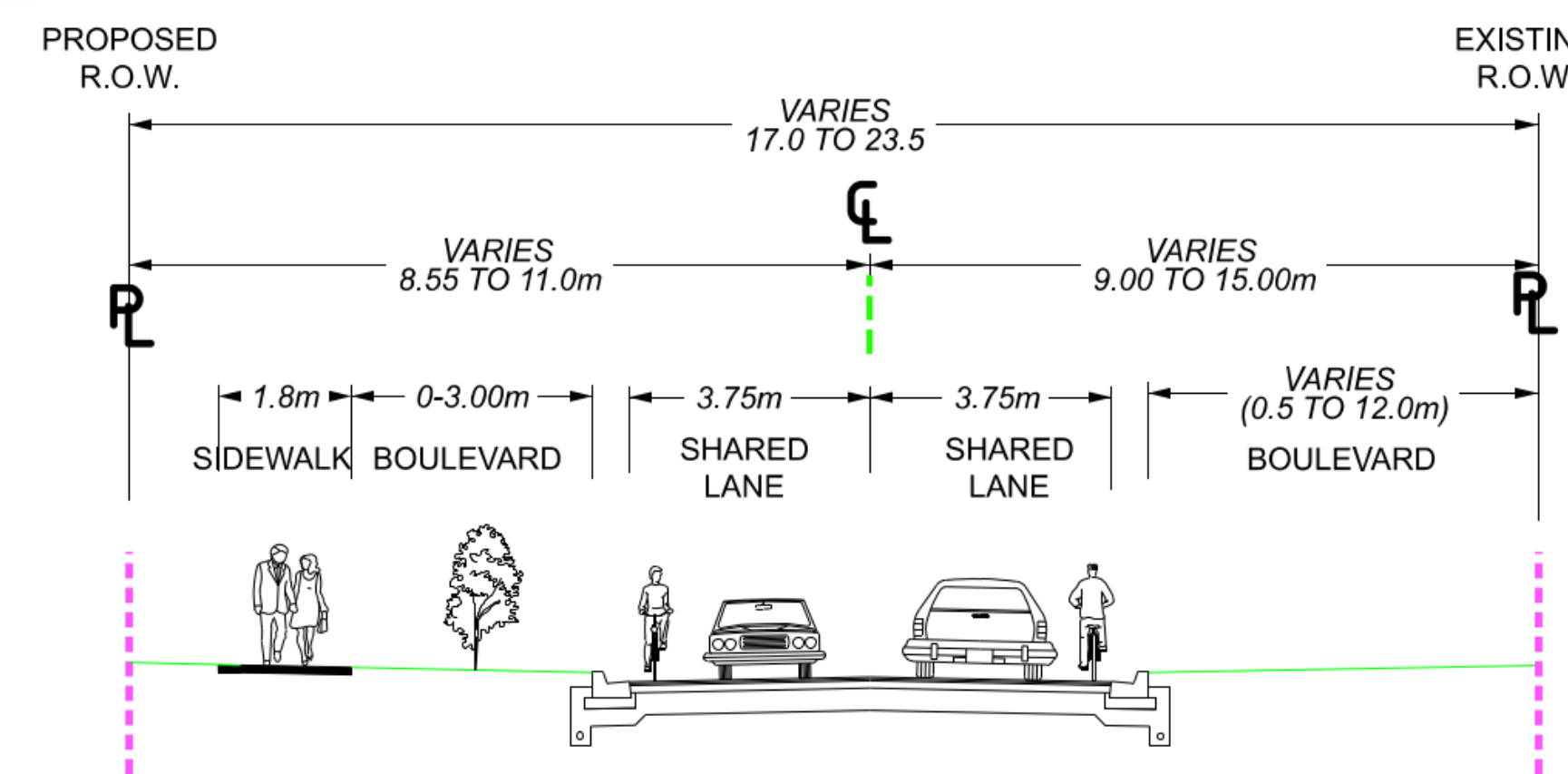


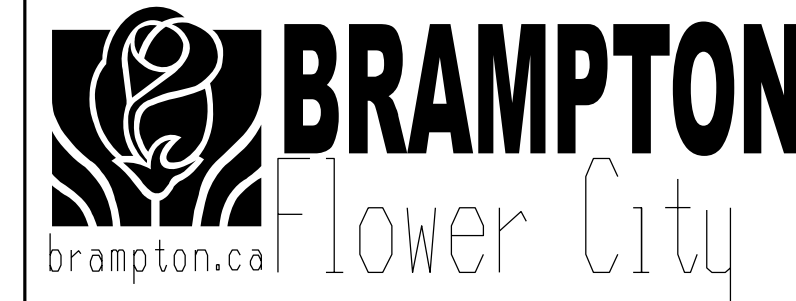


**LEGEND**

- PROPOSED PAVEMENT
- PROPOSED ENTRANCE
- PROPOSED SIDEWALK
- PROPOSED R.O.W.
- INTERIM R.O.W.

\* FUTURE R.O.W. WOULD BE SUBJECT TO FUTURE DEVELOPMENT APPLICATION(S) AND PROPERTY ACQUISITION.





**Public Works & Engineering**  
**Capital Works**

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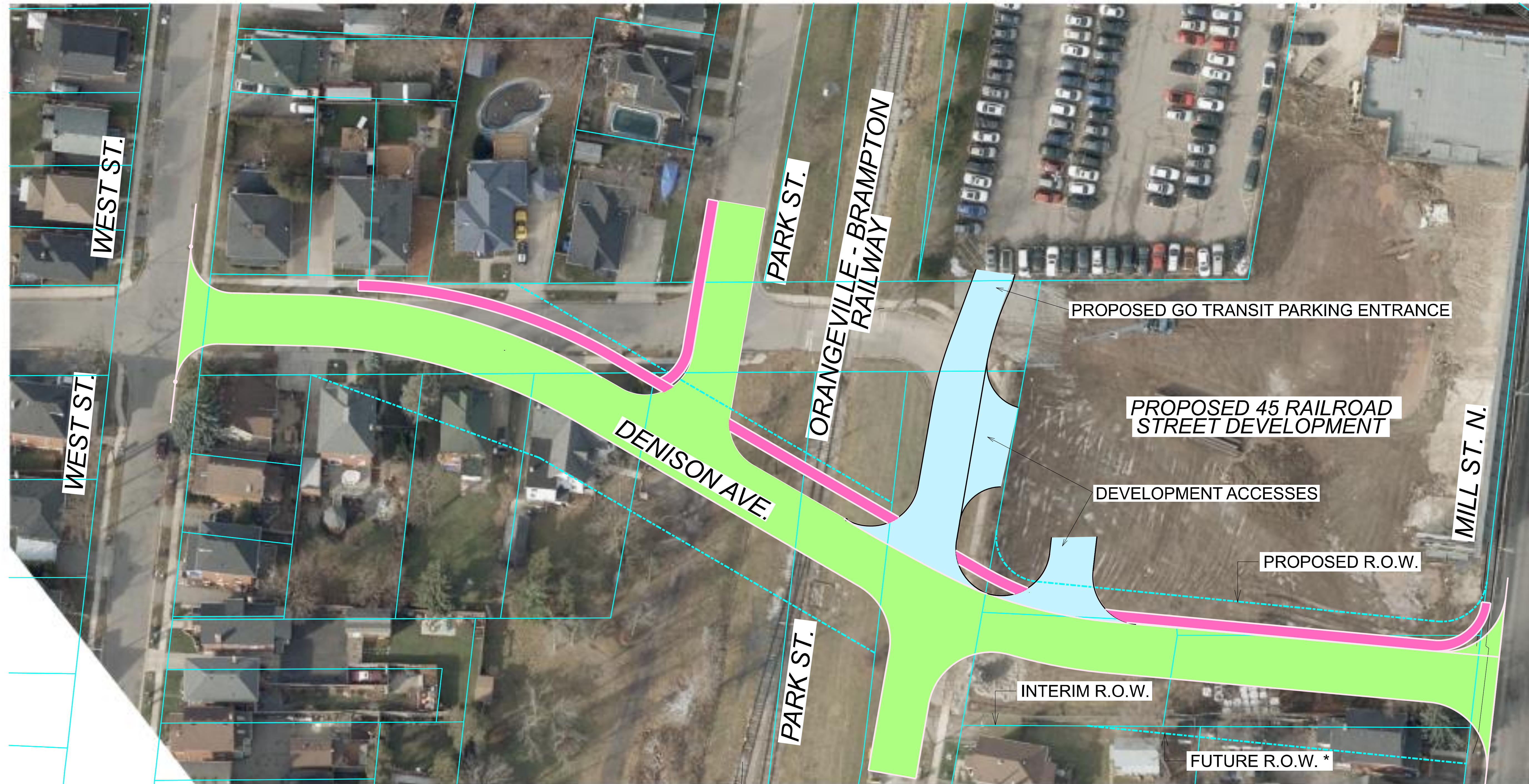
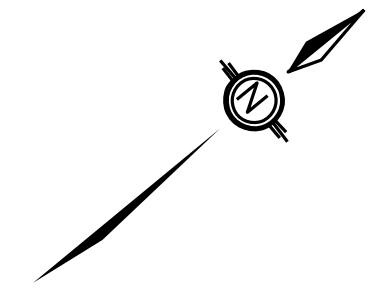
**DENISON AVENUE EXTENSION**  
EA STUDY

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**ALTERNATIVE DESIGN 1**

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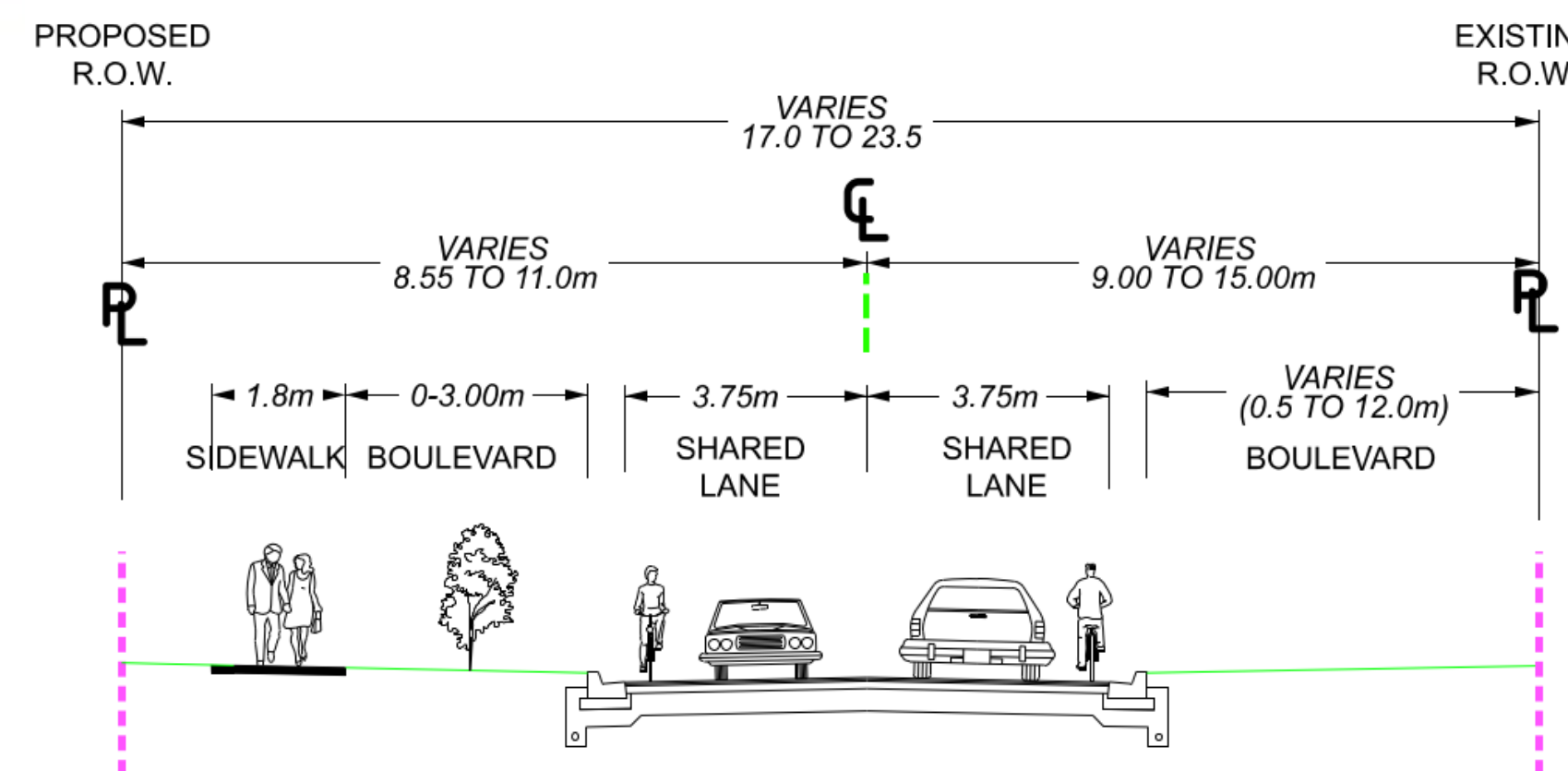
SCALE: 1:1000      DATE: MAY 24, 2019

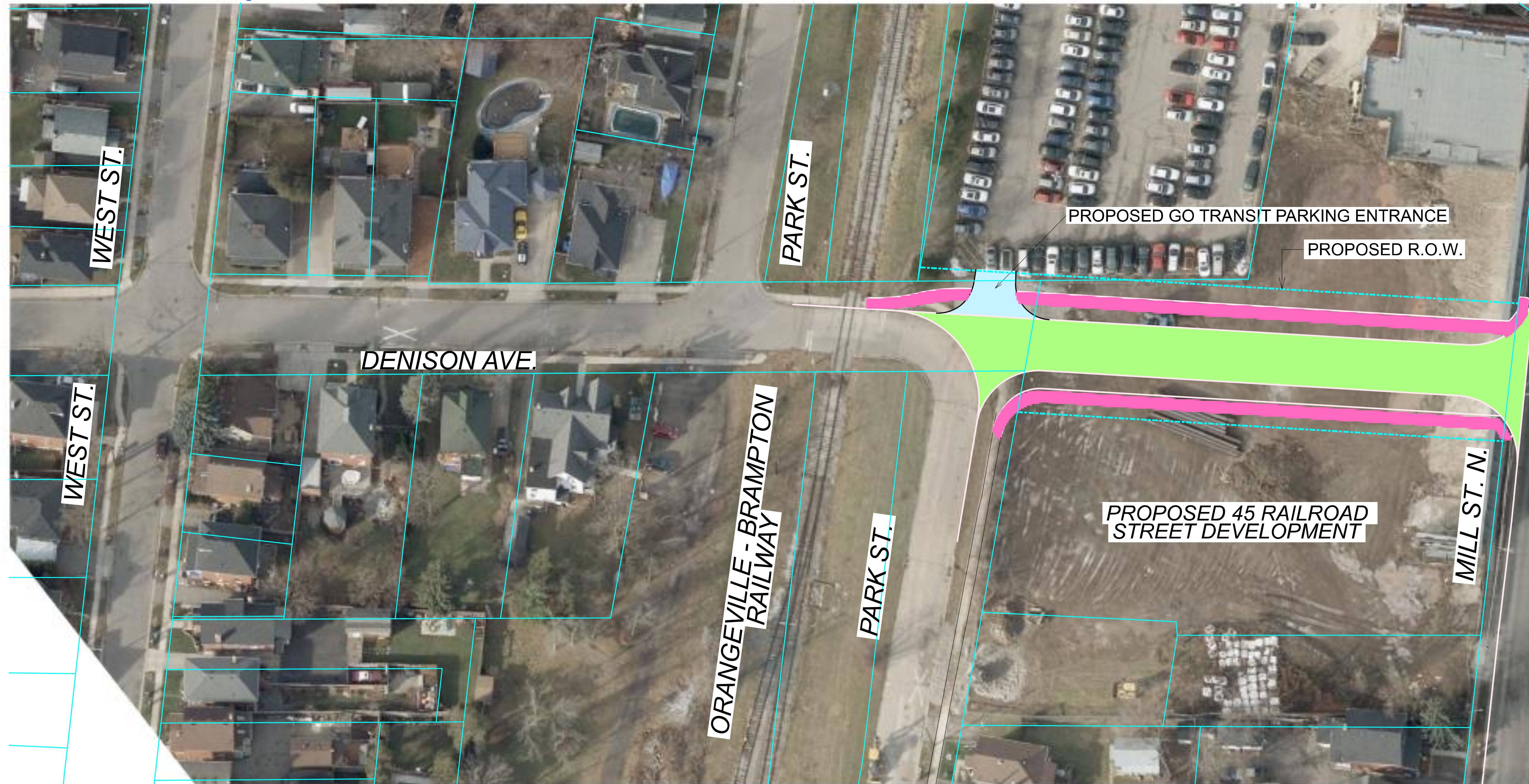
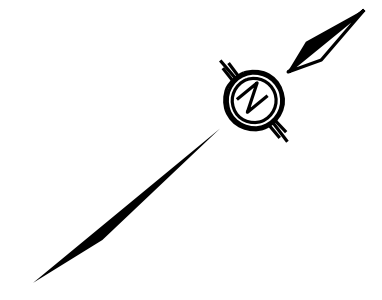


**LEGEND**

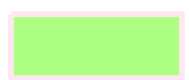




- PROPOSED PAVEMENT
- PROPOSED ENTRANCE
- PROPOSED SIDEWALK
- PROPOSED R.O.W.
- INTERIM R.O.W.

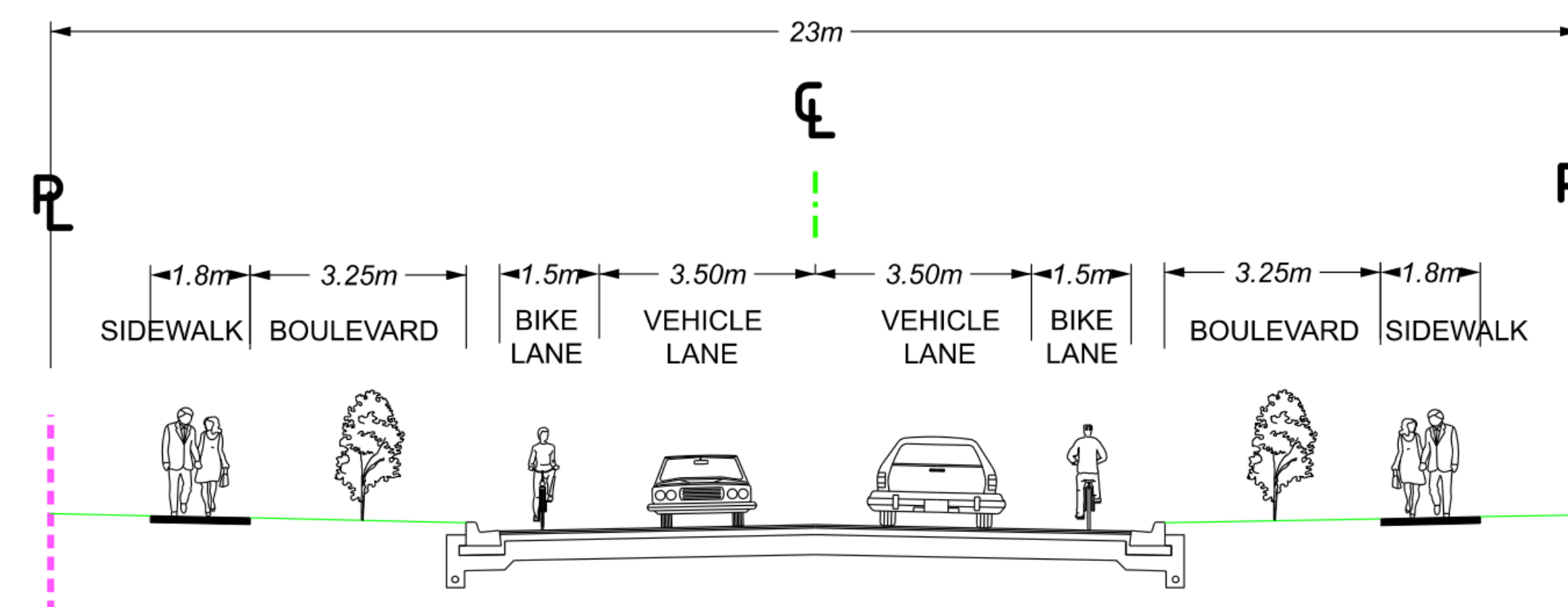
\* FUTURE R.O.W. WOULD BE SUBJECT TO FUTURE DEVELOPMENT APPLICATION(S) AND PROPERTY ACQUISITION.





**LEGEND**

-  PROPOSED PAVEMENT
-  PROPOSED ENTRANCE
-  PROPOSED SIDEWALK
-  PROPOSED R.O.W.
-  INTERIM R.O.W.



# 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)           | ●<br>• No Impacts   | ◐<br>• Impacts would be dependent on design of parallel road improvements.  | ◐<br>• 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) | ●<br>• No Impacts   | ●<br>• Impacts would be dependent on design of parallel road improvements.  | ●<br>• Impacts would be conditional on design of Denison Avenue extension alternatives.   |
| Social/Economic      | 2.1 Property Impacts (Existing Residential, Commercial and/or Industrial Properties)                   | ●<br>• No Impacts   | ●<br>• Minor impacts dependent on the scale of improvements implemented on parallel roads   | ●<br>• Impacts dependent on design alternatives for this solution.  |
|                      | 2.2 Impact to Future Development Plans   | ●<br>• No Impacts   | ●<br>• No anticipated impacts   | ◐<br>• Impacts dependent on design alternatives for this solution.  |
|                      | 2.3 Consistency with Planning Policies   | ○<br>• Not consistent with goal of the City of Brampton 2015 Transportation Master Plan or Official Plan  | ○<br>• Not consistent with the goal of the City of Brampton 2015 Transportation Master Plan or Official Plan  | ●<br>• Consistent with the goal of the City of Brampton's 2015 Transportation Master Plan to extend Denison Avenue between Park Street and Mill Street.<br>• 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)   | ●<br>• No Impacts   | ●<br>• No Impacts   | ◐<br>• Impacts dependent on design alternatives for this solution.  |
|                      | 2.5 Neighbourhood Connectivity   | ○<br>• Does not improve upon existing disconnection between Park Street and Mill Street for pedestrians, cyclists or vehicles   | ○<br>• Does not improve upon existing disconnection between Park Street and Mill Street for pedestrians, cyclists or vehicles   | ●<br>• Improves connection between Park Street and Mill Street for pedestrians, cyclists and vehicle traffic.   |
|                      | 2.6 Noise  | ●<br>• None of the alternatives would have any significant impact on noise levels   | ●<br>• None of the alternatives would have any significant impact on noise levels   | ●<br>• None of the alternatives would have any significant impact on noise levels   |
|                      | 2.7 Air Quality  | ●<br>• None of the alternatives would have any significant impact on air quality  | ●<br>• None of the alternatives would have any significant impact on air quality  | ●<br>• None of the alternatives would have any significant impact on air quality  |
|                      | 2.8 Climate Change   | ●<br>• No reduction from existing carbon emissions.   | ●<br>• Improvement of traffic capacity and flows would potentially reduce emissions   | ●<br>• Improvement of traffic capacity and flows would potentially reduce emissions   |
| Cultural Environment | 3.1 Archaeology  | ●<br>• No Impacts   | ◐<br>• Impacts would be dependent on scope and design of improvements on alternative routes   | ◐<br>• Impacts would be dependent on the design for Denison Avenue Extension.   |
|                      | 3.2 Built Heritage   | ●<br>• No Impacts   | ●<br>• Impacts would be dependent on scope and design of improvements on alternative routes   | ●<br>• Impacts would be dependent on the design for Denison Avenue Extension.   |
| Technical            | 4.1 Local Transportation Network and Operations  | ◐<br>• No capacity added to the local transportation network nor traffic reduction on parallel routes. However, existing and future traffic volumes are relatively low.   | ◐<br>• Would improve local transportation network capacity through improvements on parallel roadways  | ●<br>• Would improve local transportation network by providing additional traffic capacity.   |
|                      | 4.2 Traffic Safety   | ○<br>• No Improvements are provided to existing traffic safety concerns as identified in the Safety Assessment  | ○<br>• No Improvements are provided to existing traffic safety concerns as identified in the Safety Assessment  | ●<br>• Opportunities to make improvements to identified traffic safety concerns.  |
|                      | 4.3 Provisions for Active Transportation   | ○<br>• None provided  | ◐<br>• None provided  | ●<br>• Minor improvements to Active Transportation facilities   |
|                      | 4.4 Design Criteria and Geometrics   | ○<br>• No ability to upgrade the Denison Avenue corridor to adhere to applicable design standards and current practices   | ○<br>• No ability to upgrade the Denison Avenue corridor to adhere to applicable design standards and current practices   | ●<br>• 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   | ●<br>• No Capital Costs   | ○<br>• High capital costs associated with improvements to parallel corridors  | ○<br>• High capital costs would be required   |
| Summary              |  | <b>Not Preferred</b>  | <b>Not Preferred</b>  | <b>Preferred</b>  |
| Discussion           |  | <ul style="list-style-type: none"> <li>Eliminated from further consideration</li> <li>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</li> </ul> | <ul style="list-style-type: none"> <li>Eliminated from further consideration</li> <li>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</li> </ul> | <ul style="list-style-type: none"> <li>Recommended as a Preferred Solution</li> <li>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</li> </ul>  |

# 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 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:

Soheil Nejatian, P.Eng.  
Project Engineer, Infrastructure Planning  
Public Works and Engineering  
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[Soheil.Nejatian@Brampton.ca](mailto:Soheil.Nejatian@Brampton.ca)

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Associated Engineering (Ont.) Ltd.  
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[Paranosicm@ae.ca](mailto:Paranosicm@ae.ca)

**Denison Avenue, Park Street to Mill Street**  
Municipal Class Environmental Assessment

**PUBLIC INFORMATION CENTRE REPORT  
Denison Avenue Extension Class EA Study  
Project No. 2018-048**

**Location:** Chris Gibson Recreational Centre, Craft Room, 125 McLaughlin Road North, Brampton, ON

**Date/Time:** Thursday, September 19, 2019, 6:30PM-8:00PM

**Purpose:** The purpose of the Public Information Centre meeting was to:

- Introduce the Study Team to interested members of the public;
- Provide background information on the EA study;
- Present the Needs Assessment and findings of the Traffic Analysis;
- Present the Problem/Opportunity Statement and Alternative Solutions;
- Present the Preliminary Preferred Solution;
- Allow members of the public to provide input to the Study Area existing and future conditions; and,
- Allow members of the public to review the alternatives and identify constraints, issues and opportunities that are important to them.

**Notification:** Thirty-five (35) Notices of the PIC were either mailed out or hand-delivered to area residents a week prior to the PIC meeting. In addition the City published a notice (attached to this report) in the Brampton Guardian two weeks in advance of the meeting as well as publishing notice on the City's website devoted to the study (<http://www.brampton.ca/EN/residents/Roads/Pages/road-works-details.aspx/2818/Denison-Avenue-Extension>)

**Attendance:** A Sign-In Sheet was provided. There were two (2) attendees with only one signatory.

**Displays/Presentation Materials:** 20 Boards outlining the project study, design alternatives and next steps were presented. (attached to this report)

| RAISED CONCERNS, QUESTIONS AND ISSUES  | STATUS/RESPONSES   |
|--|--|
| Would the boards on display be made available to the public?                 | <ul style="list-style-type: none"> <li>• Yes. The boards on display at the PIC were uploaded to the City's website subsequent to the PIC for public use and review.</li> </ul> |
| There were no other questions or concerns raised by residents in attendance. |  |







