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

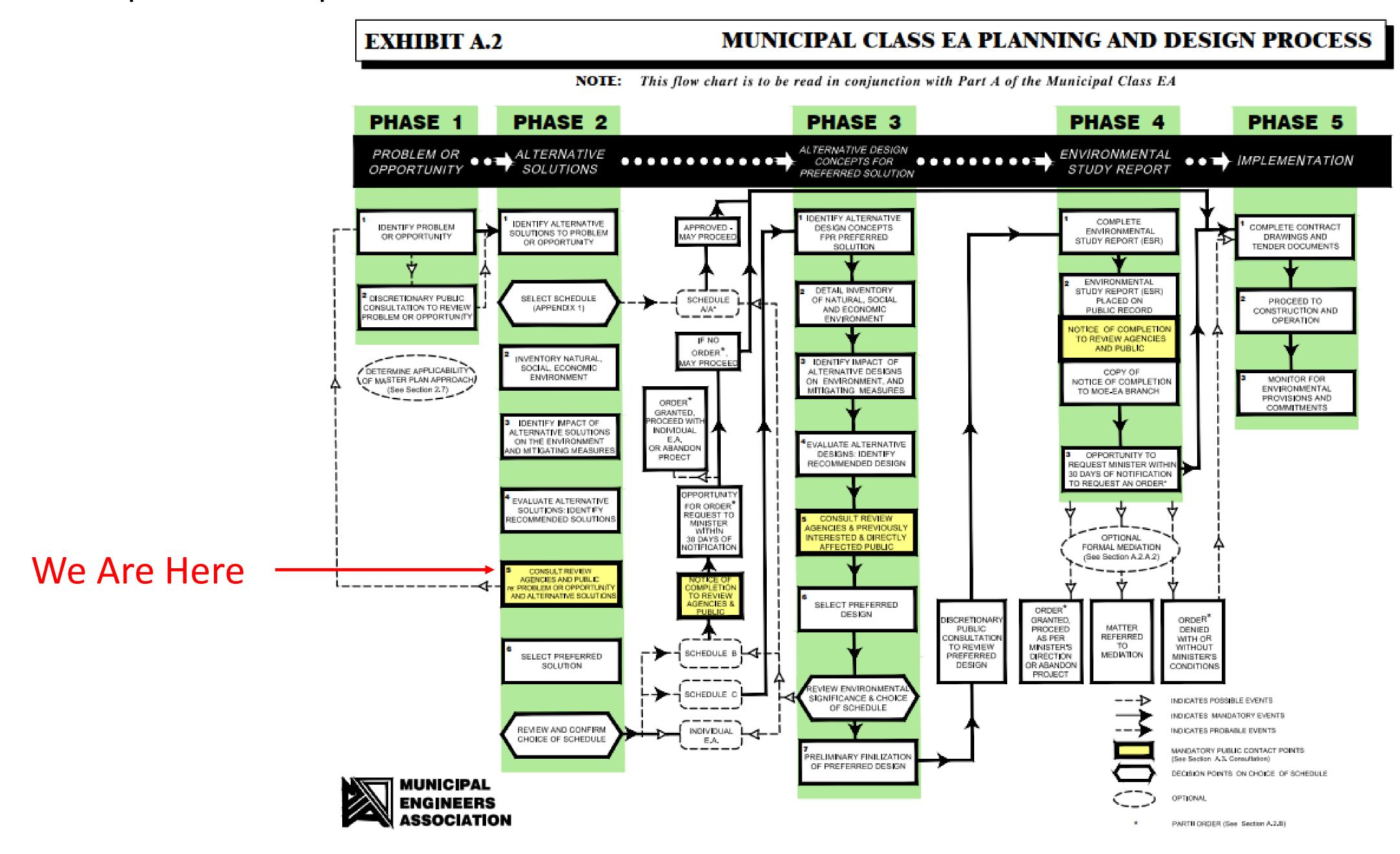




Municipal Class EA Process

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:







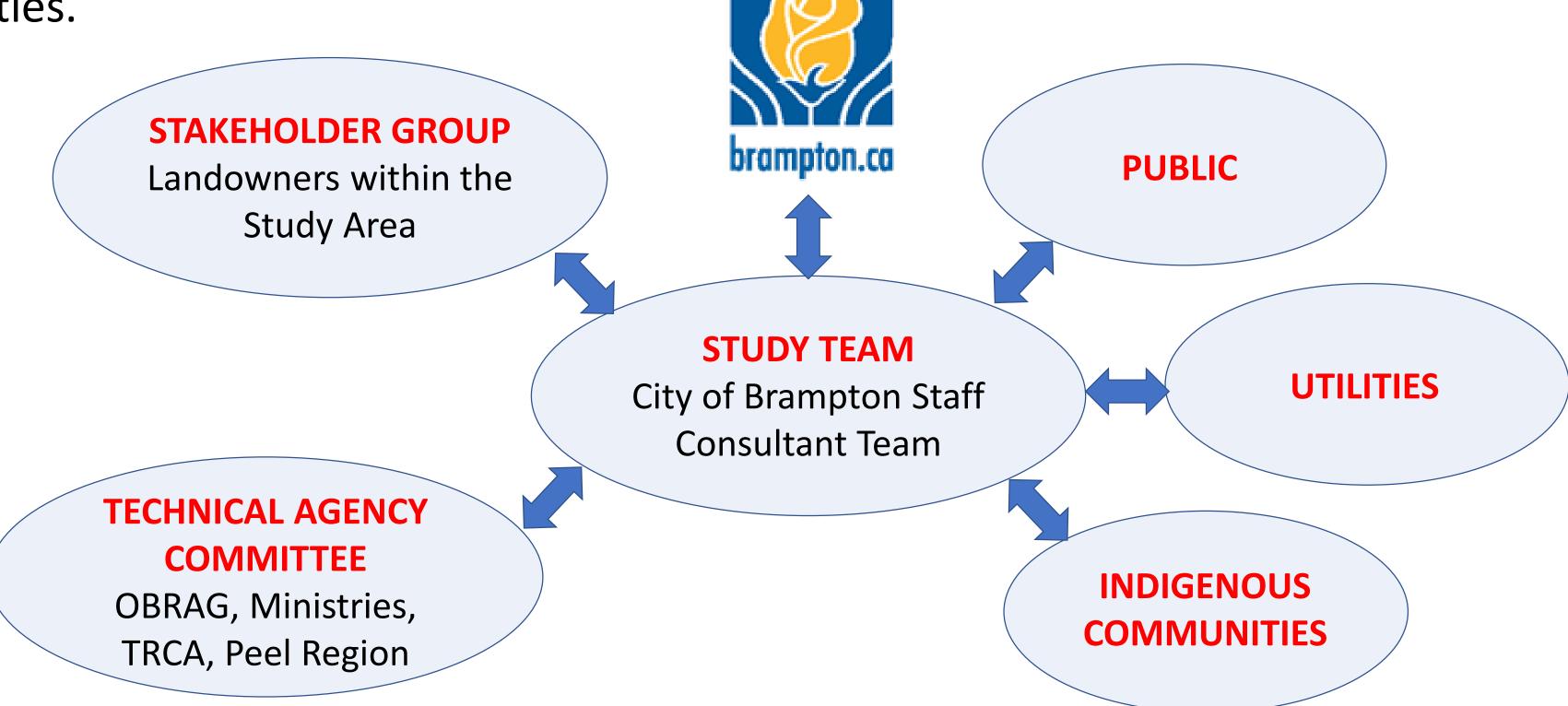
Public Consultation

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.

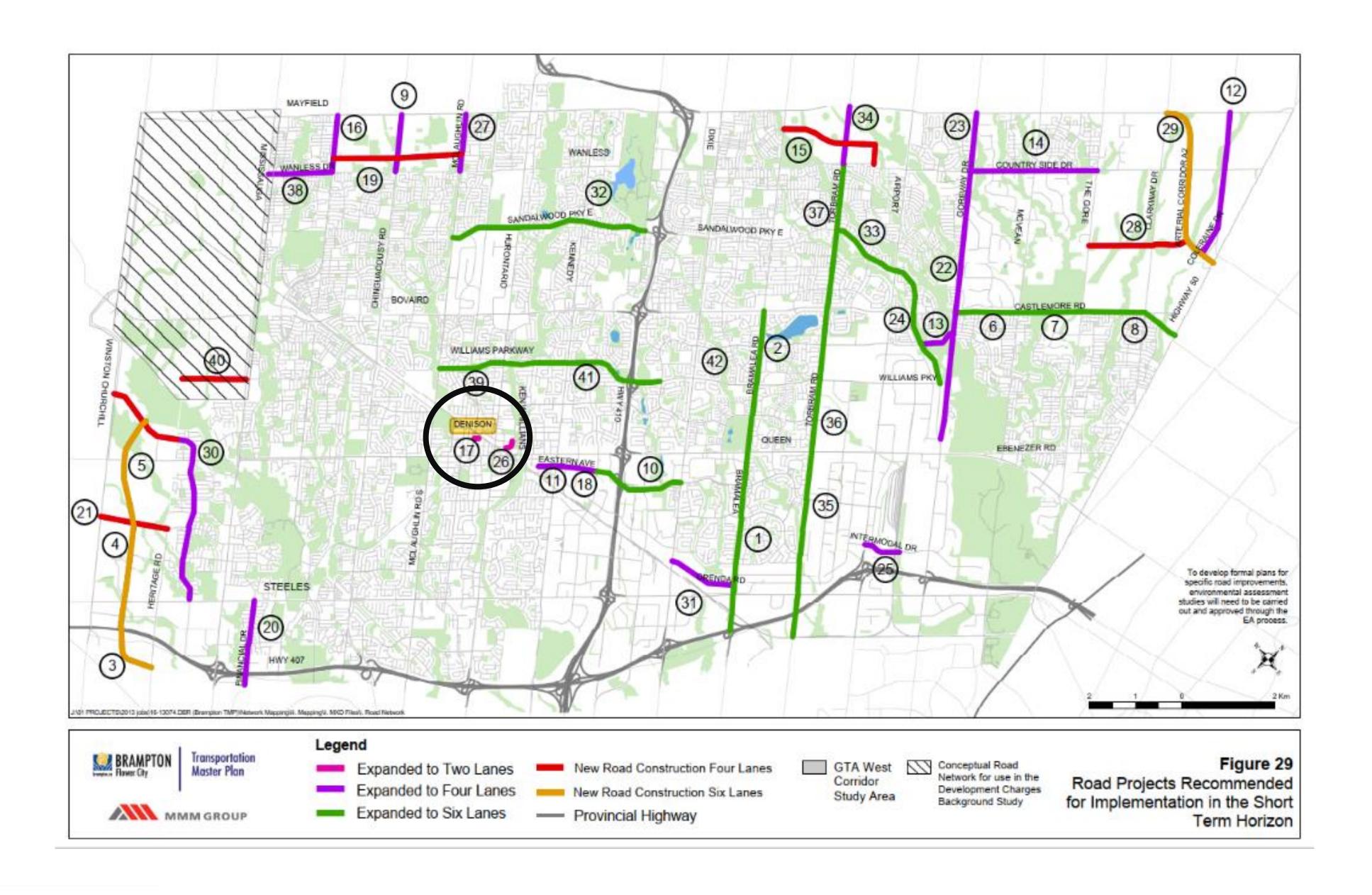






Background – Transportation Master Plan

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.







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

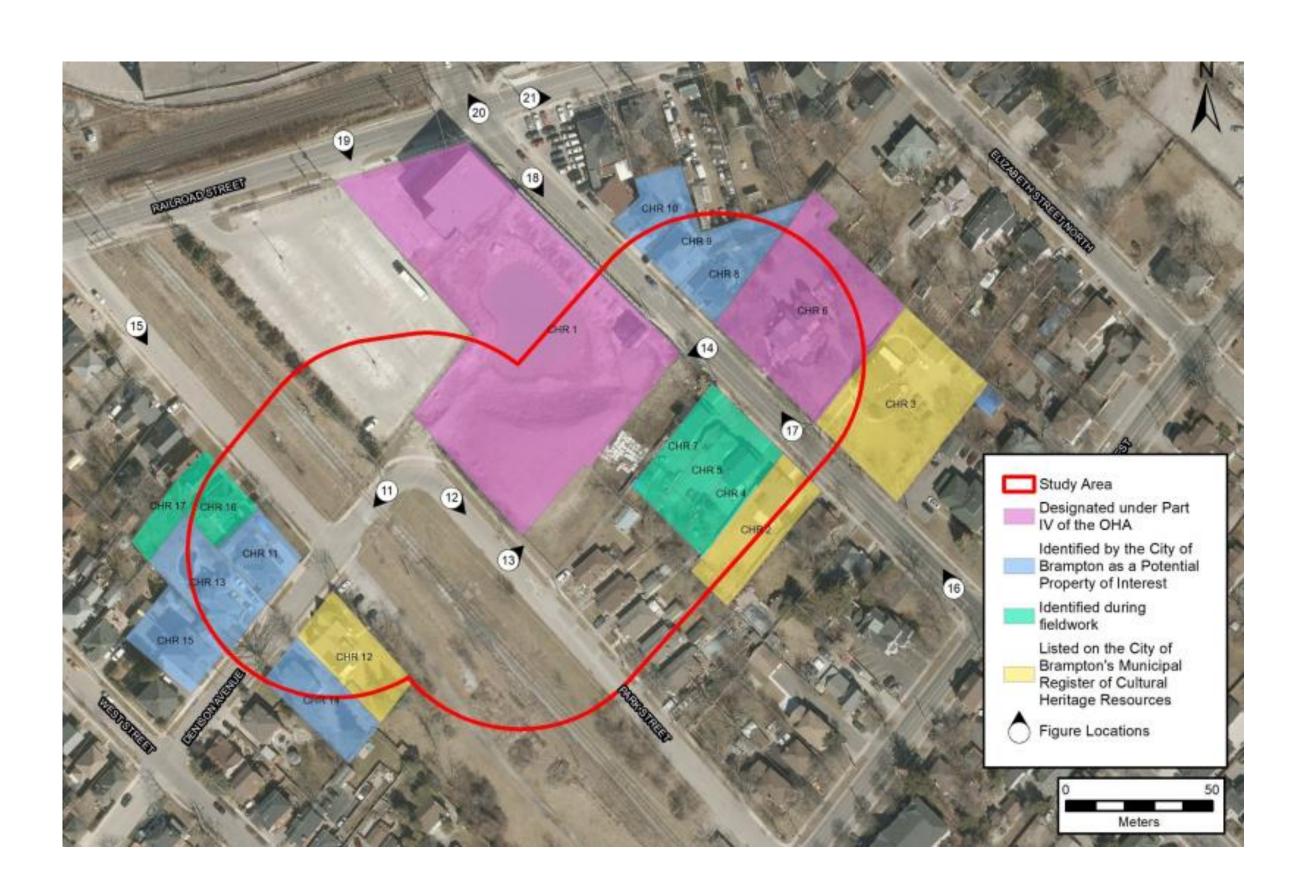
Stage I Archaeological Assessment

- 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.

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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



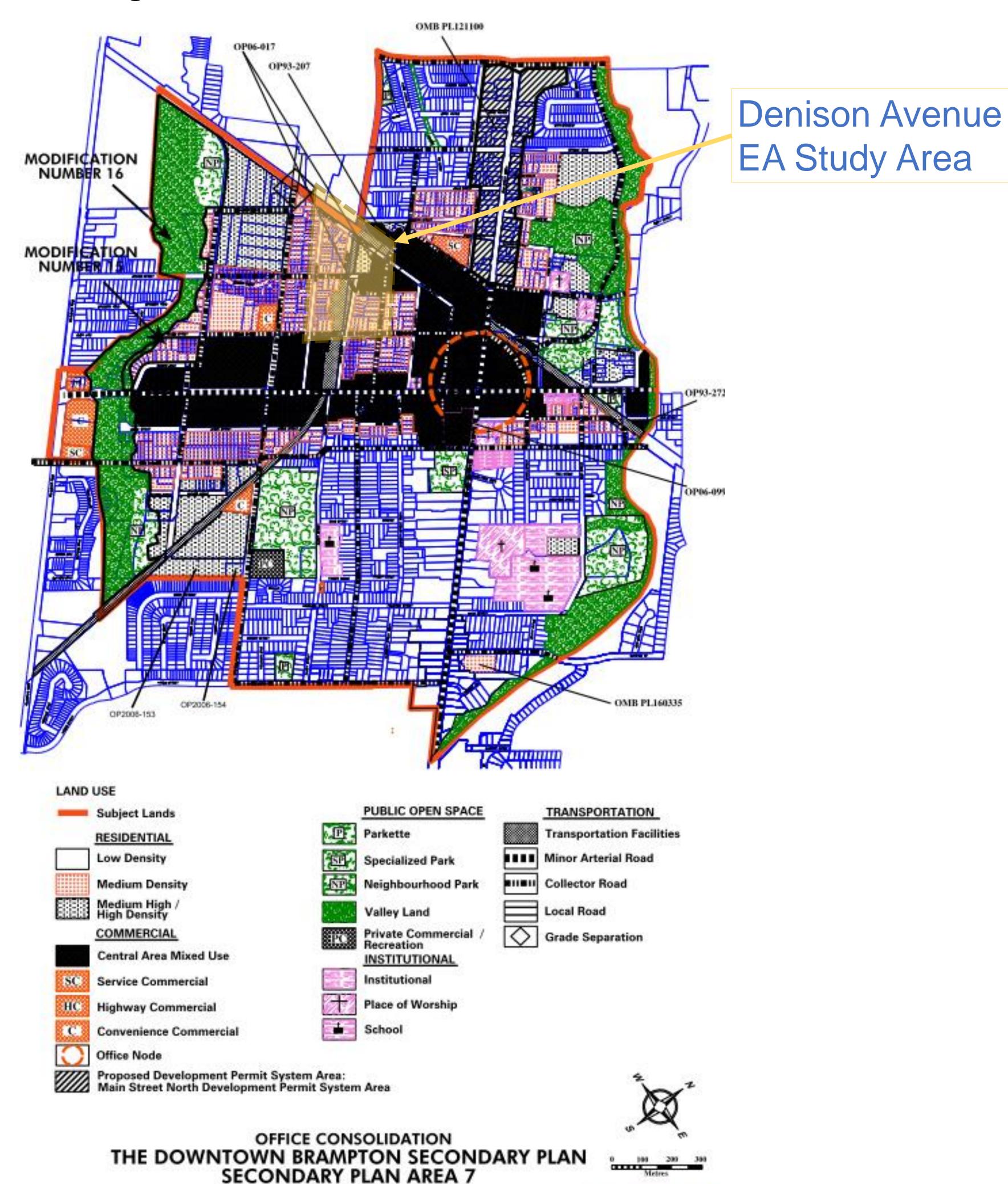




Existing Conditions — Socio-Economic

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







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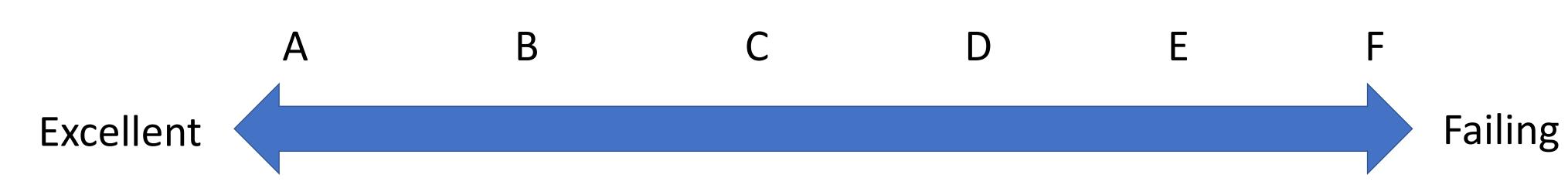
SCHEDULE SP7(A)

Transportation Study

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

Analysis of Area Intersections

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



Level of Service (LOS) for Traffic Operations



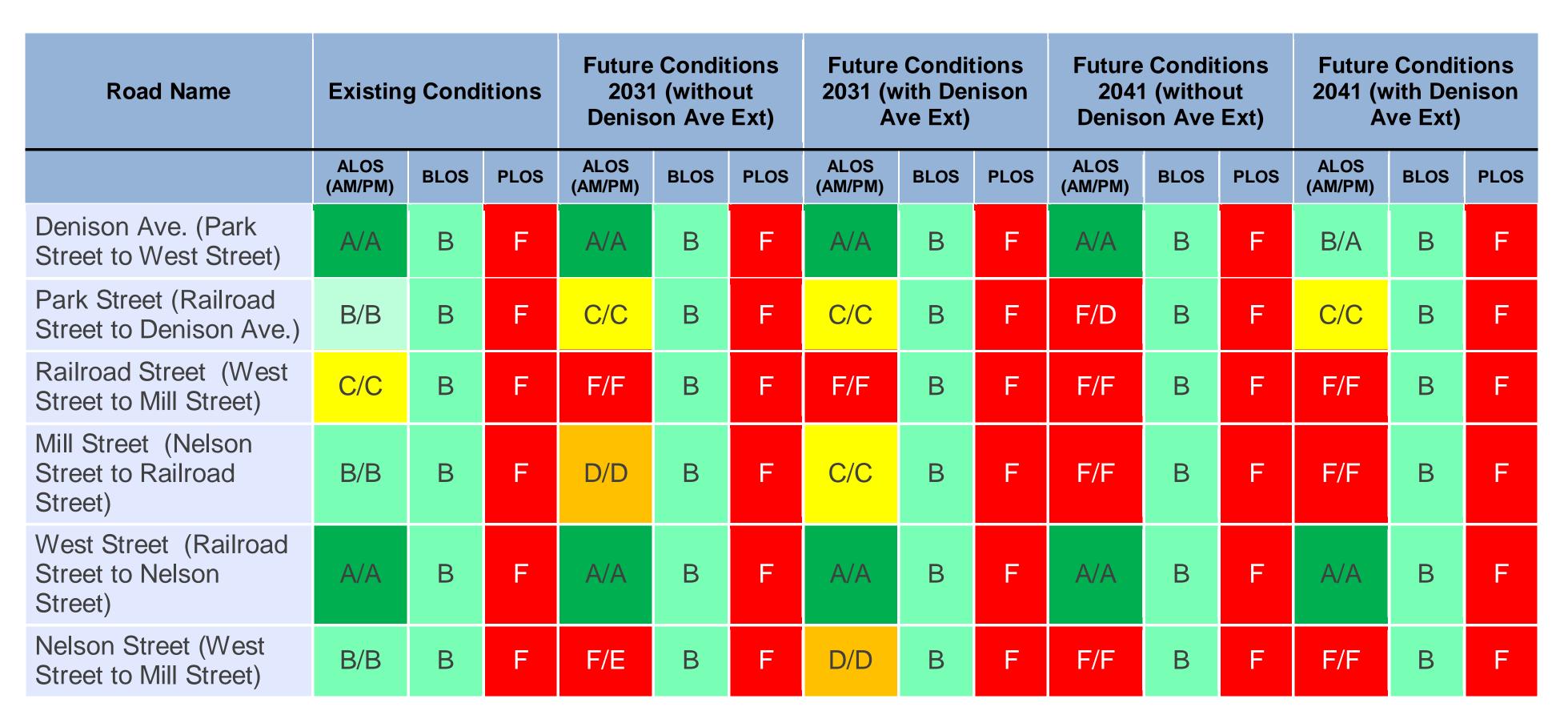


Transportation Study

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

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





Level of Service (LOS) for Traffic Operations





Review of Alternative Solutions

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

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

Alternative #1 – "Do-Nothing"

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

Alternative #2 – Improve Parallel Routes

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

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

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





Evaluation of Design Alternatives

Score	Impact Ranking Scale
0	High Impact
•	Medium Impact
•	Low Impact/Neutral After Mitigation
•	No Adverse Impacts for this Criterion
•	Beneficial Impact/Ideal Conditions
Score	Impact Ranking Scale
Score	Impact Ranking Scale Least Preferred (Highest Impact)
Score O	Least Preferred
Score O O	Least Preferred
Score O O	Least Preferred

				Design Alternatives	
	F	Potential Impacts	Alternative #1	Alternative #2	Alternative #3
			Realignment at South End of 45 Railroad Street		Extension of Denison straight through 45 Railroad
Des	scriptio		Property	Realignment West of Park, Across OBG Rail Line	St. Property
	1.1	Potential Impacts on Terrestrial and/or Aquatic			
'al	1.1	Features (proximity to habitat features)	• None	None	• None
Natural		Potential for Impacts to	•		•
_	1.2	Confirmed Species at Risk (SAR) and/or Significant			
		Wildlife Habitat (SWH)	• None	None	• None
			•	0	0
	2.1	Property Impacts (Existing Residential, Commercial	No Direct Impact or Displacement of any existing properties	Displaces three (3) residential properties (1 Denison Avenue, 3 Denison Avenue, 5 Denison Avenue)	Direct impact to one (1) property (45 Railroad Street) to accommodate 23m ROW for new
	2.1	and/or Industrial Properties)	properties	required to accommodate the proposed 23m ROW	roadway. (see below for Impact to Future
				required for new roadway.	Development Plans)
			Citanaian of Danisan Avanua would be in	Citagolog of Depisor Avenue would be in alignment	Link impact to current (approved and under
	2.2	Impact to Future Development Plans	 Extension of Denison Avenue would be in alignment provided by developer of 45 Railroad 	Extension of Denison Avenue would be in alignment provided by developer of 45 Railroad Street property	 High impact to current (approved and under construction) site development of 45 Railroad
		Development riand	Street property and has been accommodated by approved site plan design.	and has been accommodated by approved site plan design.	Street property. Site plan would require complete re-design.
			•	•	•
	2.3	Consistency with Planning	Consistent with the City of Brampton Transportati	l on Master Plan (2015) goal of extending Denison Avenue betv	veen Park Street and Mill Street;
		Policies	 Consistent with City of Brampton 2040 Planning V and moving people and goods. 	ision and Official Plan (2015) goals of providing infrastructure	that supports active transportation, livable communities
			•	•	•
onomic			The extension of Denison Avenue will provide hottor direct account for existing registrate on Denke	The extension of Denison Avenue will provide better direct according visiting regidents on Book Street.	The extension of Denison Avenue will provide 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	and/or Mill Street. It will also provide more direct	better direct access for existing residents on Park Street and/or Mill Street. It will also provide more
Social/E	2.4	Access (Existing and	 direct access for pedestrians and cyclists. The extension of Denison Avenue at the south 	 access for pedestrians and cyclists. The extension of Denison Avenue at the south end of 	 direct access for pedestrians and cyclists. New access points would be required for the GO
Soc	2.4	Future Land Uses)	end of the 45 Railroad Street property will provide access to the south end of the	the 45 Railroad Street property will provide access to the south end of the development via a new driveway	Transit parking area and revised site plan for 45 Railroad Street property
			development via a new driveway entrance.	entrance.	Namoad Street property
				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.	
		Noighbarrah	•	•	•
	2.5	Neighbourhood Connectivity	 Improves connection between Park Street and Mill Street for pedestrians, cyclists and vehicle 	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.
			traffic.	Shourful podostrians, cyclists and verifice traffic.	ou out for poucourario, cyclisto and venicle traffic.
	2.6	Noise	•	•	•
	2.7	Air Quality	•	•	•
	,		None of	f the alternatives would have any impact on existing noise or a	nir quality.
	2.0	Climate Change	•	•	•
	2.8	Climate Change	All the alternatives would improve traffic flow by add	ling capacity and reducing traffic on parallel routes which woul emissions	d provide an overall marginal improvement on carbon
			•	emissions	•
ment	3.1	Archaeology	No identified archaeological concerns for this	Additional investigation (Stage 2 survey) would be	No identified archaeological concerns for this
Environme			alternative.	required for realigned section of Denison Avenue.	alternative.
			No identified Built Cultural Heritage resource	Impact to property listed on City of Brampton's	Impact to 45 Railroad Street east façade (currently)
Cultural	3.2	Built Heritage	impacts.	Municipal Registry of Cultural Heritage Resources (1	being preserved for incorporation into new
Cult				Denison Avenue)Impact to property identified by City of Brampton as	development)
			2	Potential Property of Interest (3 Denison Avenue)	
		Local Transportation Network and Operations	All the alternatives would improve local transporta	ation network capacity and would reduce traffic on parallel rout	res. However, generally the existing and projected future
			traffic volumes are low.		
			 Provides new connection between Park Street and Mill Street. 	Provides new connection between Park Street and Mill Street.	 Provides new connection between Park Street and Mill Street.
	4.1		Creates jog in Denison Avenue alignment west of Park Street and new roadway that is not ideal	Eliminates jog in Denison Avenue alignment west of Park Street and new roadway.	Ideal for connecting Denison Avenue west of Park Street with Mill Street.
			for connecting Denison Avenue west of Park Street with Mill Street.	Provides improved or new access for	Does not provide additional connection for
			Street with Will Street.	homes/properties along Denison including new development at 45 Railroad Street.	homes/properties along Denison. Eliminates proposed accesses for 45 Railroad
					Street development as well as GO Transit parking area.
			•	•	•
			Existing concerns regarding the proximity of the	Realignment of Denison Avenue west of Park Street	Realignment of Denison Avenue through the 45
	4.2	Traffic Safety	proposed GO Transit parking lot access to the atgrade rail crossing as well as the 45 Railroad	would provide opportunities to address identify traffic safety concerns with the at-grade rail crossing and	Railroad Street property would provide an opportunity to review and revise access point for
		, , , , , , , , , , , , , , , , , , , ,	Street development access onto the Park-Mill Street curve would remain, however	access points for GO Transit parking lot and 45 Railroad Street development.	GO Transit parking lot area as well as the 45 Railroad Street development. Identified concerns
			opportunities to mitigate these concerns would	Rainoad Street development.	with the existing at-grade rail crossing would still
			be available		need addressing.
	4.3	Provisions for Active Transportation	Alternatives provide provisions for active transper	tation facilities as per active transportation recommendations	in the City's Transportation Mester Plan and Active
		Transportation	Transportation Plan.		in the City's Transportation waster Flantand Active
			•	•	•
cal			 A modified City of Brampton design criteria for a Minor Collector roadway were used to develop 	A modified City of Brampton design criteria for a Minor Collector roadway were used to develop the	 A modified City of Brampton design criteria for a Minor Collector roadway were used to develop the
Technical			the roadway extension plan. Proposed ROW requirements and cross-section elements based	roadway extension plan. Proposed ROW requirements and cross-section elements based on	roadway extension plan. Proposed ROW requirements and cross-section elements based
Tec		Design Oritoria and	on the City's requirements and standards were	the City's requirements and standards were adjusted	on the City's requirements and standards were
	4.5	Design Criteria and Geometrics	adjusted to avoid property impacts as well as provide consistency with features on connecting	to avoid property impacts as well as provide consistency with features on connecting roadways.	adjusted to avoid property impacts as well as provide consistency with features on connecting
			roadways.The jog in the alignment would utilize the existing	The realignment of Denison Avenue west of Park Street would cross the existing OBR rail line at 110°	roadways.The proposed 45 Railroad Street access and
			bend from Denison Avenue to Park Street which	to meet minimum standards.	proposed GO Transit parking area access onto
			is sub-standard.	The proposed 45 Railroad Street access and proposed GO Transit parking area access would	Park Street/Denison Avenue would need to be relocated/adjusted
				require revision.	
			O No now and the last of the l	Poplianment of Denison Avenue, west of Bark Street	Alo now or releasted grassing of OPP rail line
		Orongoville	 No new or relocated crossing of OBR rail line would be required as part of this alternative 	Realignment of Denison Avenue, west of Park Street, would require a new relocated crossing of the OBR	would be required as part of this alternative.
	4.6	Orangeville-Brampton Rail Line Crossing	design.Upgrades to the existing at-grade crossing to	rail line. Design standards require that any new crossing of a	 Upgrades to the existing at-grade crossing to upgrade crossing to meet Transport Canada
			upgrade crossing to meet Transport Canada	rail line be between 70-110° angle per current	guidelines for at-grade rail crossings would still be
			guidelines for at-grade rail crossings would still be required.	Transportation Canada guidelines for at-grade rail crossings	required.
			•	•	•
	4 7	Storm Water	Opportunities to provide improvements to local drainage as part of new road construction to	Opportunities to provide improvements to local drainage as part of new road construction to improve	Opportunities to provide improvements to local drainage as part of new road construction to
	4.7	Management/Drainage	improve storm water management in the area. Improvements would be limited extension	storm water management in the area.	 improve storm water management in the area. Improvements would be limited extension through
			Improvements would be limited extension through 45 Railroad Street property only.		 Improvements would be limited extension through 45 Railroad Street property only.
			•	•	•
	4.8	Utilities	Minor impacts to existing above-ground utilities	Minor impacts to existing above-ground utilities	Minor impacts to existing above-ground utilities
			(hydro, streetlighting)	(hydro, streetlighting)	(hydro, streetlighting)
	5.1	Estimated Construction	•	•	•
		Cost	Est. \$340,000	Est. \$1,400,000	Est. \$840,000
È		Property Costs (see also	•	0	0
Construction	5.2	Property under Socio-	Moderate	High	High
ıstru		Economic Impacts)		• • • • • • • • • • • • • • • • • • •	
Con			Construction of roadway extension between Park	_	Construction of roadway extension between Park
tand			Street and Mill Street could potentially be done in	Street and Mill Street could potentially be done in	Street and Mill Street could potentially be done in
Cost	5.3	Construction Staging	 tandem with 45 Railroad Street development. Construction would have minor impacts to 	tandem with 45 Railroad Street development. Realignment of Denison Avenue, west of Park Street	tandem with 45 Railroad Street development (expected re-design of site)
0	3.3	o should blaying	existing Denison, Park and/or Mill Street function and only minor interruption of OBR rail line	would require disruption to OBR rail operations for duration of work through rail ROW.	
			operations while improvements to the existing	Denison Avenue west of Park Street may require	
			crossing are made.	closure/restricted access for realignment and reconstruction.	
		Summary	Preferred	Not Preferred	Not Preferred
			Option #1 provides an improvement on neighbourhood connectivity, active transportation	Option #2 provides improvement on neighbourhood	Option #3 provides improvement on neighbourhood connectivity, active transportation
			facilities and access while avoiding major impacts to existing residential properties and/or	However, the identified impacts to existing residential properties and the Orangeville-Brampton rail line at-	facility and access. Option #4 also represents the ideal alignment for the Denison Avenue Extension.
		Reasoning	proposed developments.	grade crossing are significant and a significant cost.	However, the identified impact to the proposed 45
				As such, this option is not preferred.	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

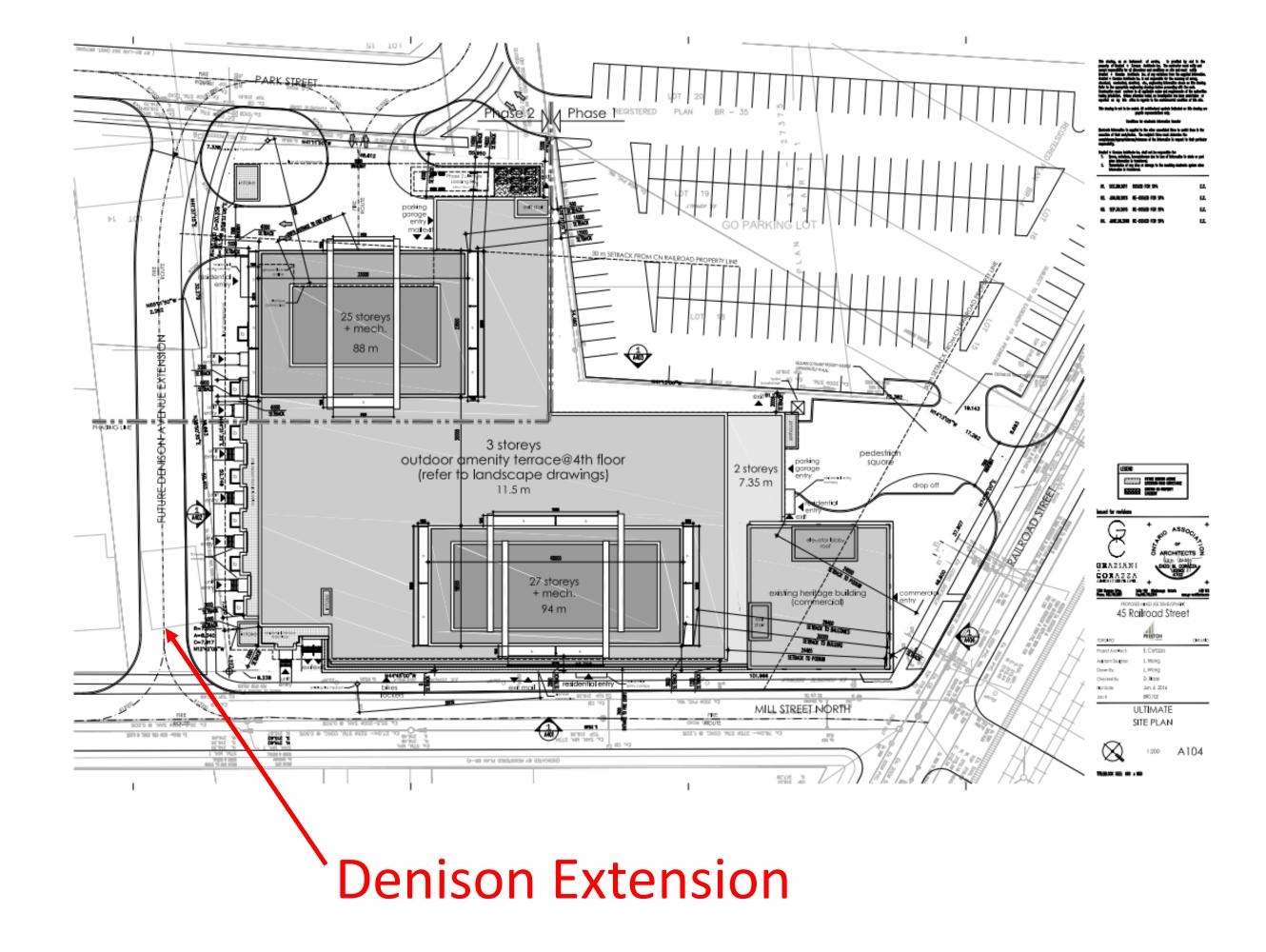
Alternative #2 – Extension at South End of 45 Railroad Street with Realignment West of Park Street

- 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





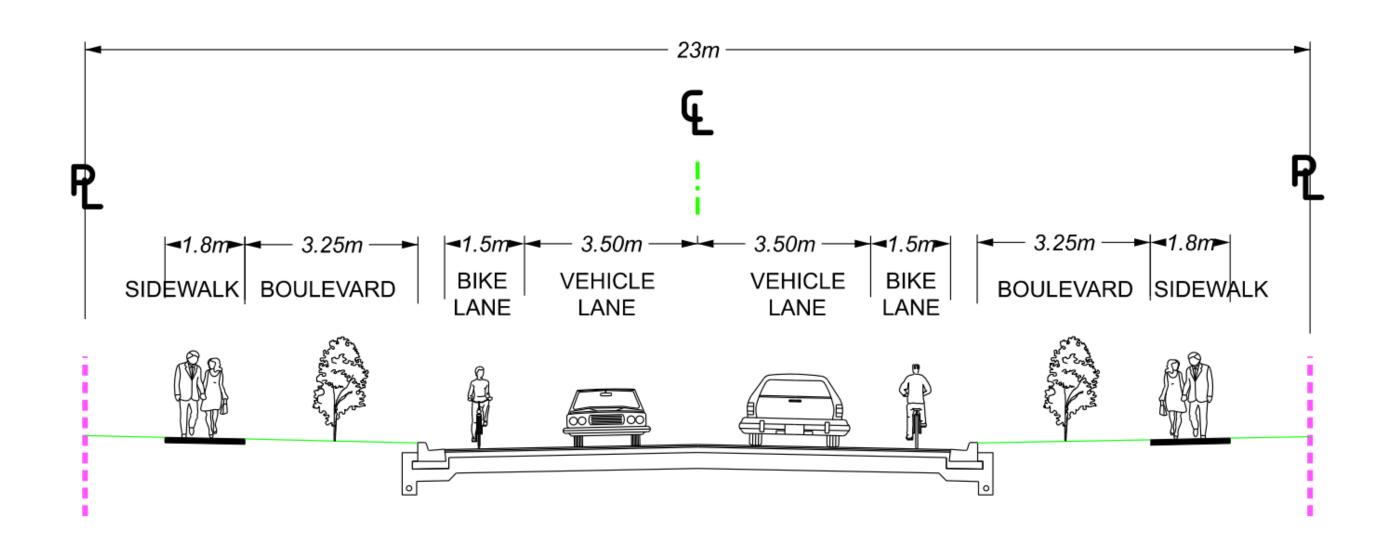


Review of Alternative Designs for Denison Avenue Extension

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

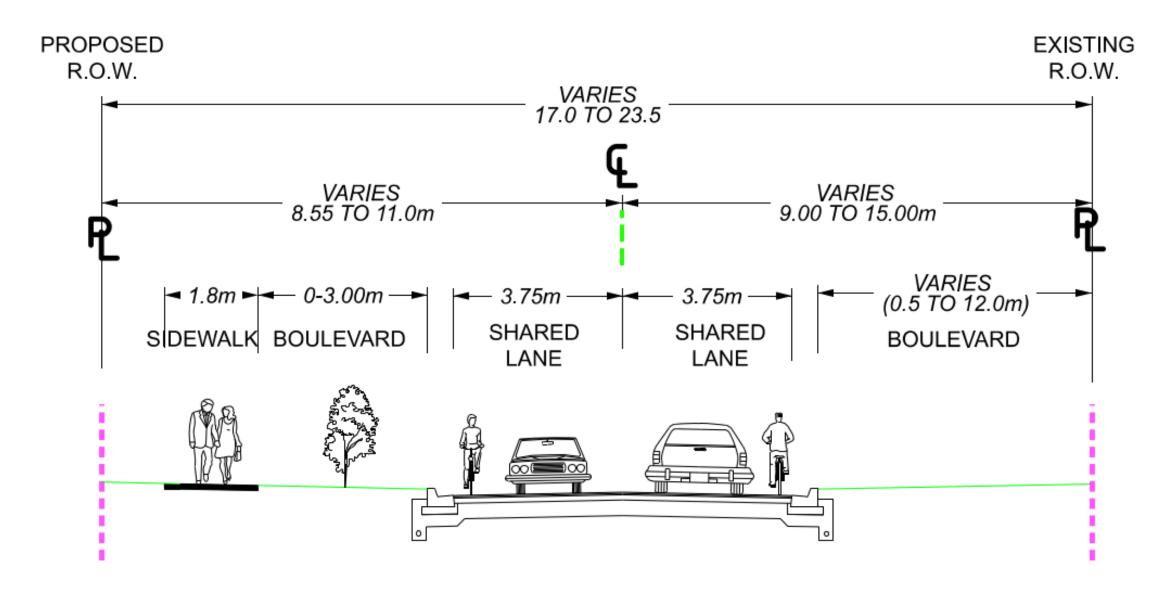
City of Brampton Standard Cross-Section



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

- 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

Preliminary Preferred Typical Cross-Section





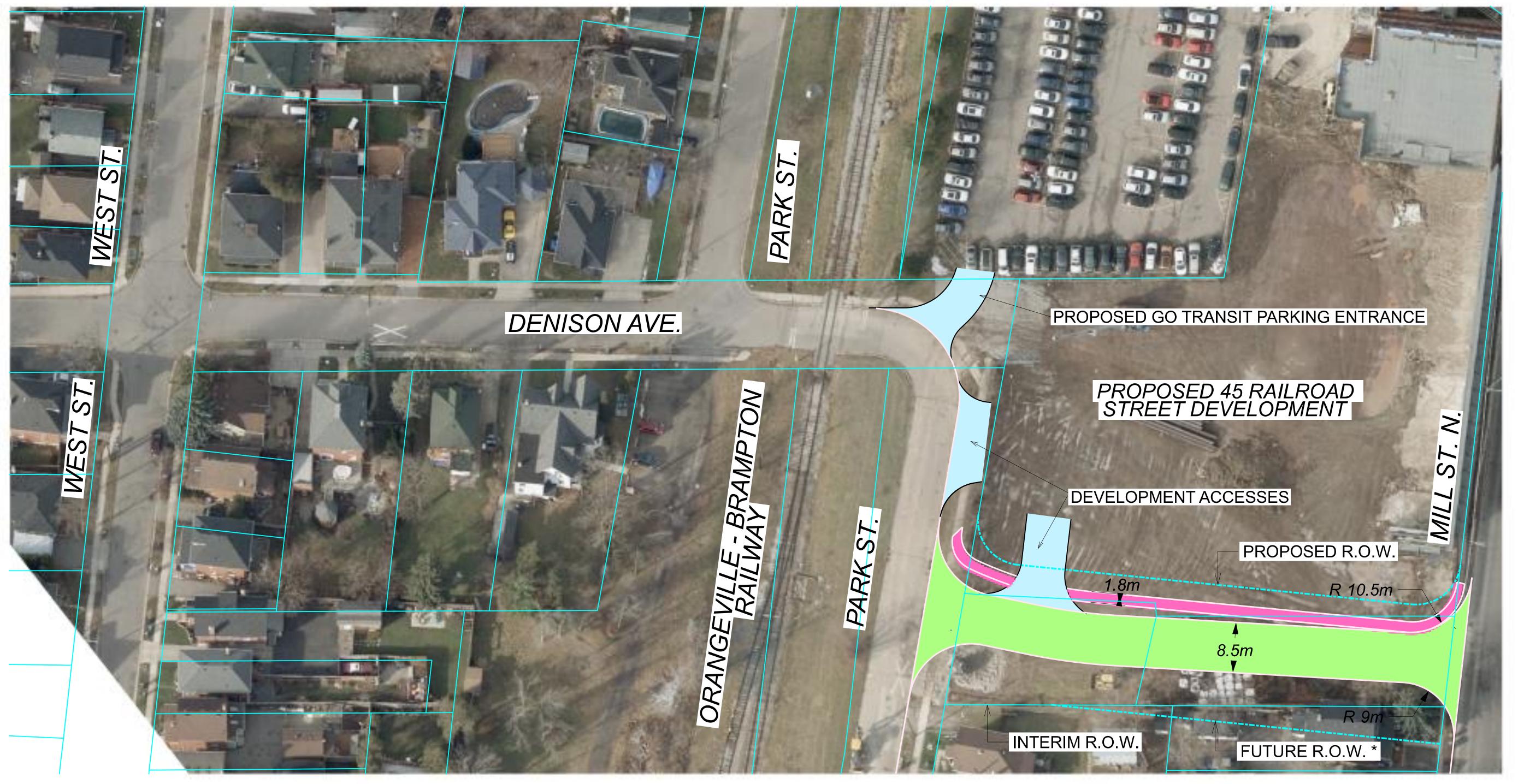




Denison Avenue, Park Street to Mill Street

Municipal Class Environmental Assessment





LEGEND



PROPOSED PAVEMENT



PROPOSED ENTRANCE



PROPOSED SIDEWALK

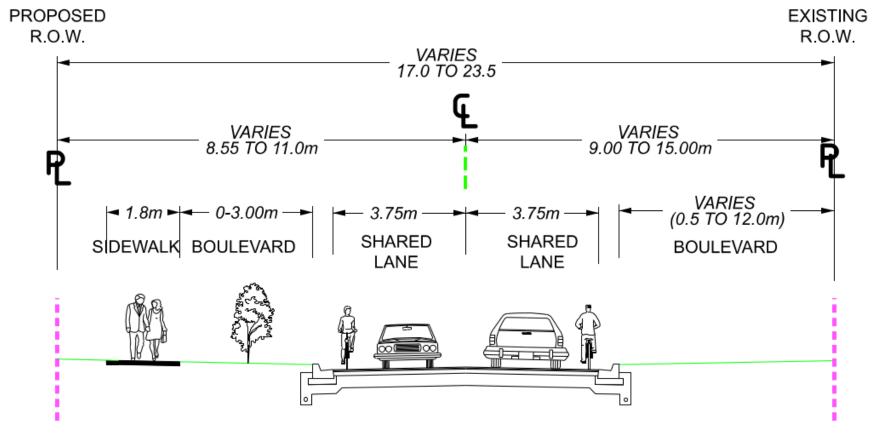


PROPOSED R.O.W.



INTERIM R.O.W.

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





Public Works & Engineering Capital Works

DENISON AVENUE EXTENSION

EA STUDY

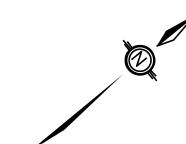
ALTERNATIVE DESIGN 1

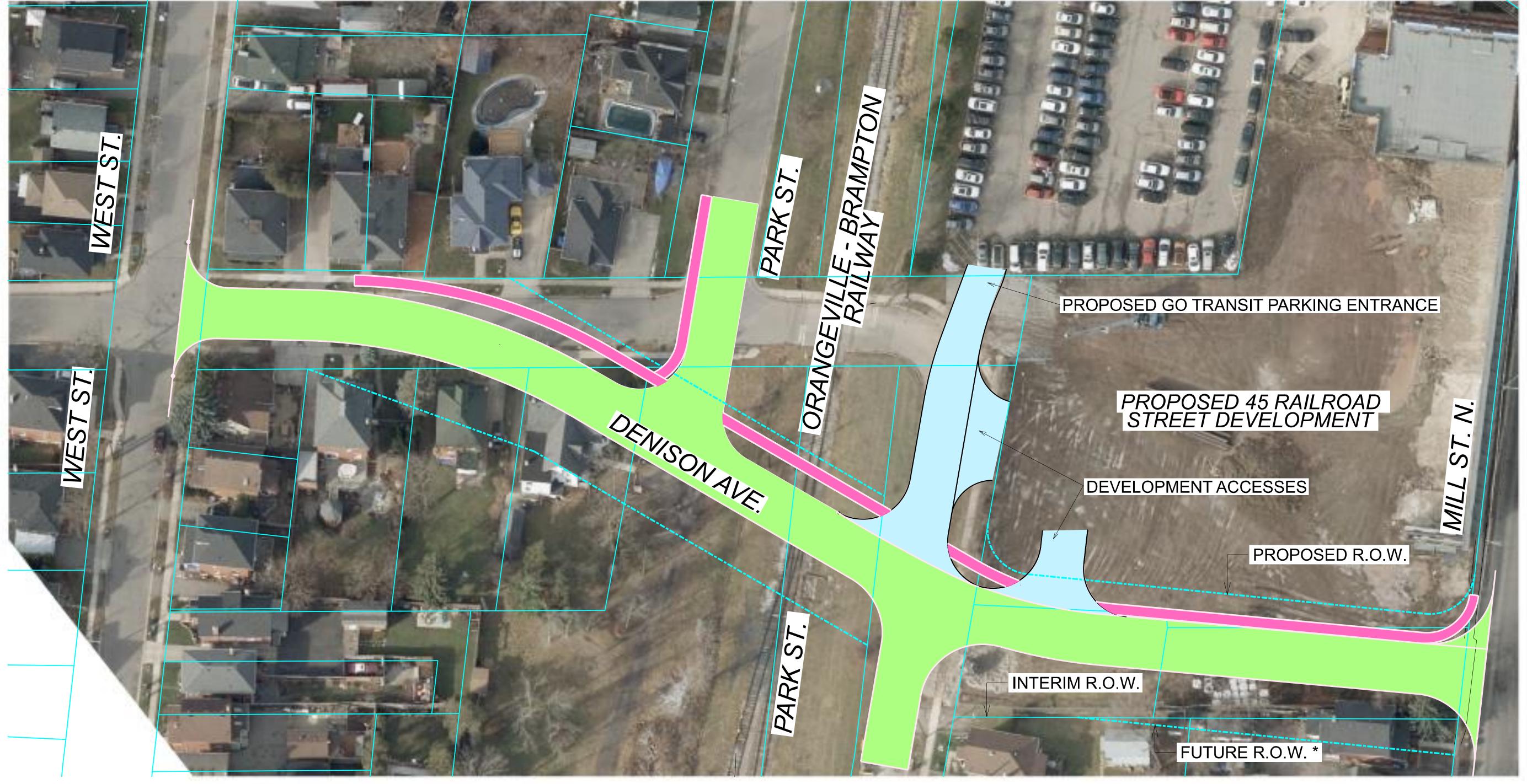
SCALE: 1:1000 DATE: MAY 24, 2019



Denison Avenue, Park Street to Mill Street

Municipal Class Environmental Assessment





LEGEND



PROPOSED PAVEMENT



PROPOSED ENTRANCE



PROPOSED SIDEWALK

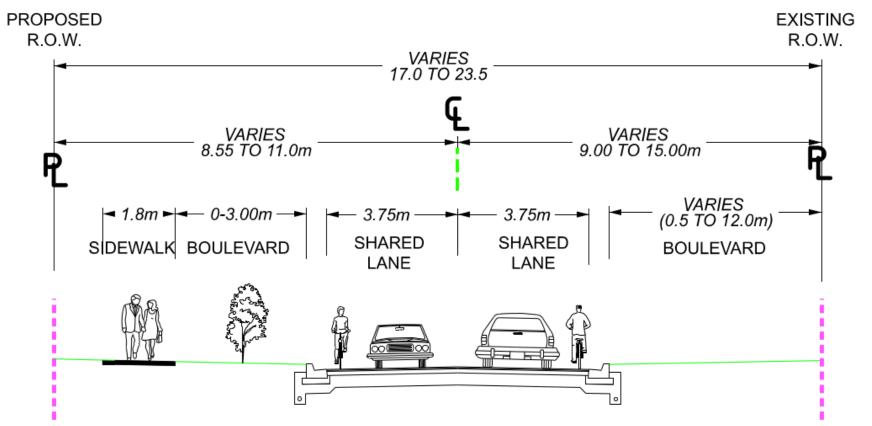


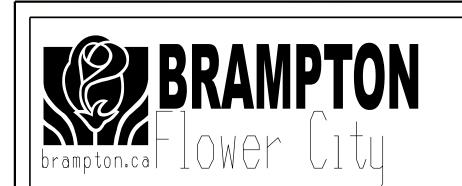
PROPOSED R.O.W.



INTERIM R.O.W.







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Public Works & Engineering
Capital Works

DENISON AVENUE EXTENSION

EA STUDY

ALTERNATIVE DESIGN 2

SCALE:

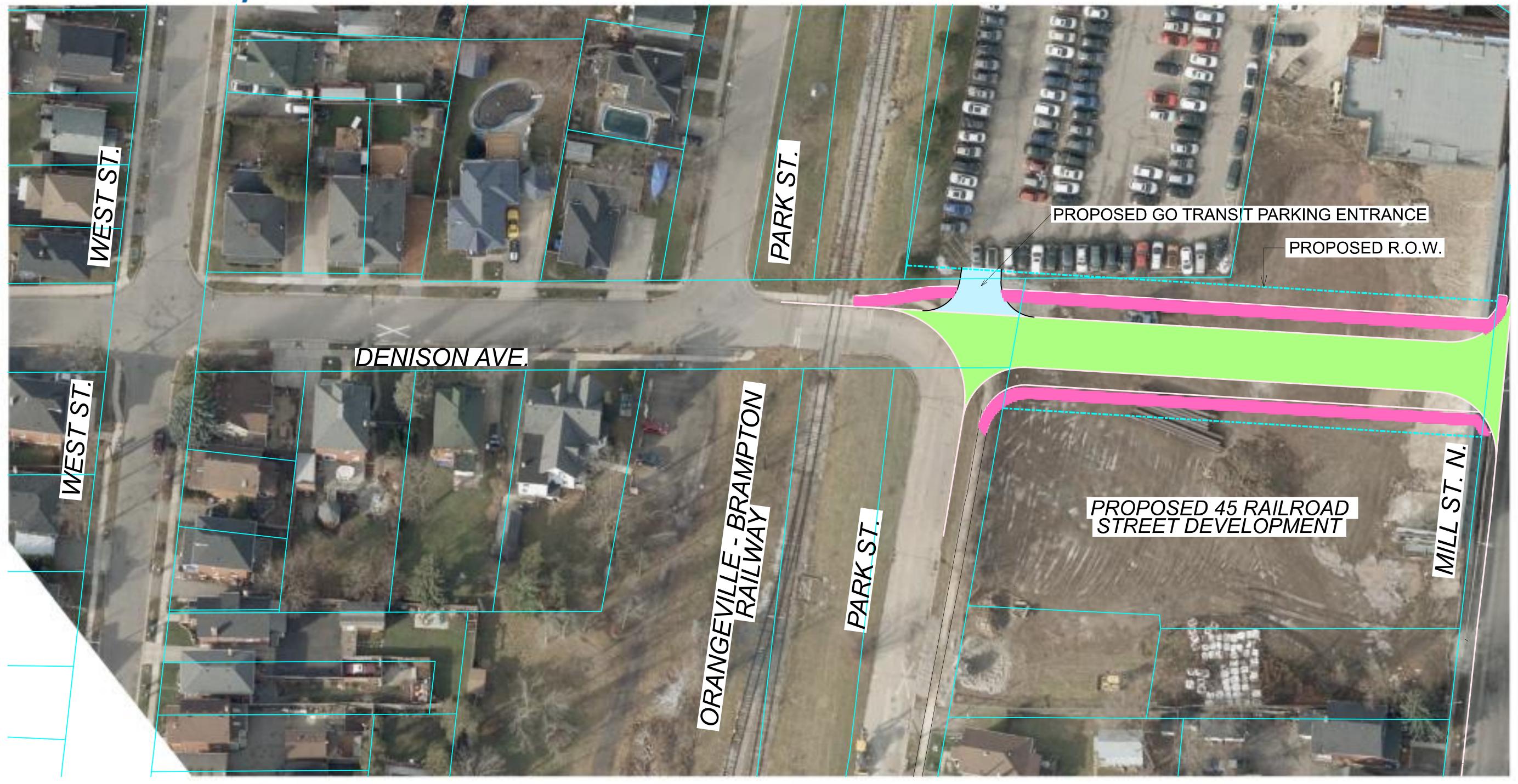
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Denison Avenue, Park Street to Mill Street

Municipal Class Environmental Assessment





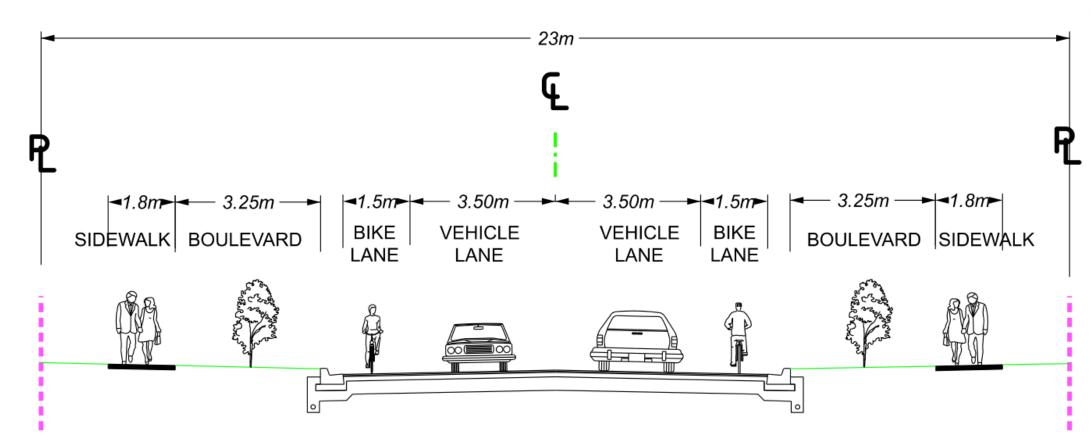
LEGEND

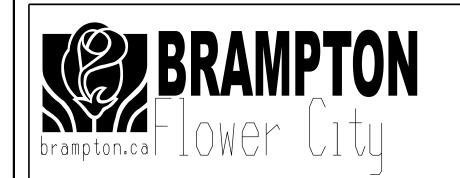
PROPOSED PAVEMENT

PROPOSED ENTRANCE
PROPOSED SIDEWALK

PROPOSED R.O.W.

INTERIM R.O.W.





Public Works & Engineering
Capital Works

DENISON AVENUE EXTENSION

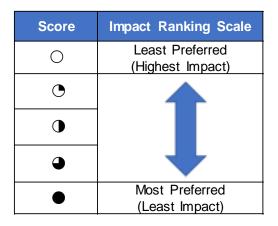
EA STUDY

ALTERNATIVE DESIGN 3

SCALE: 1:1000

Evaluation of Alternative Solutions

Score	Impact Ranking Scale				
0	High Impact				
•	Medium Impact				
•	Low Impact/Neutral After Mitigation				
•	No Adverse Impacts for this Criterion				
•	Beneficial Impact/Ideal Conditions				



Potential Impacts on Terrestrial and/or Aquatic Features (proximity to habitat features) Potential for Impacts to Confirmed Species at Risk (SAR) and/or Significant Wildlife Habitat (SWH) Property Impacts (Existing Residential, Commercial and/or Industrial Properties) Impact to Future Development Plans Consistency with Planning Policies Access (Existing and Future Land Uses) Neighbourhood Connectivity	 No Impacts No Impacts No Impacts No Impacts No Impacts Not consistent with goal of the City of Brampton 2015 Transportation Master Plan or Official Plan 	Improve Parallel Routes Add traffic and active transportation capacity to adjacent parallel roads (Railroad Street, Nelson Street) Impacts would be dependent on design of parallel road improvements. Impacts would be dependent on design of parallel road improvements. Impacts would be dependent on the scale of improvements implemented on parallel roads No anticipated impacts No anticipated impacts No Consistent with the goal of the City of Brampton 2015 Transportation Master Plan or Official Plan No Impacts No Impacts Does not improve upon existing disconnection between Park Street and Mill Street for pedestrians, cyclists or vehicles	Extension of Denison Avenue Roadway including Active Transportation Improvements 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. Impacts would be conditional on design of Denison Avenue extension alternatives. Impacts would be conditional on design of Denison Avenue extension alternatives. Impacts dependent on design alternatives for this solution. Impacts dependent on design alternatives for this solution. Consistent with the goal of the City of Brampton's 2015 Transportation Master Plan to extend Denison Avenue between Park Street and Mill Street. Consistent with other City of Brampton policies providing infrastructure that supports active transportation, livable communities and moving people and goods including the Official Plan, Brampton Vision 2040 and the City's Active Transportation Master Plan Impacts dependent on design alternatives for this solution. Improves connection between Park Street and Mill Street for pedestrians, cyclists and vehicle traffic.				
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	disconnection between Park Street and Mill Street for pedestrians, cyclists	Does not improve upon existing disconnection between Park Street and Mill	and Mill Street for pedestrians, cyclists and				
Noise	•	4	•				
Noise							
	None of the alternatives would have any significant impact on noise levels						
Air Quality							
	• None	of the alternatives would have any significant impa	act on air quality				
Climate Change	No reduction from existing carbon	Improvement of traffic capacity and flows	Improvement of traffic capacity and flows				
	emissions.	would potentially reduce emissions	would potentially reduce emissions				
Archaeology	No Impacts	Impacts would be dependent on scope and design of improvements on alternative	Impacts would be dependent on the design for Denison Avenue Extension.				
	•	routes	•				
Built Heritage	No Impacts	Impacts would be dependent on scope and design of improvements on alternative routes.	Impacts would be dependent on the design for Denison Avenue Extension.				
Local Transportation Network and Operations	No capacity added to the local transportation network nor traffic reduction on parallel routes. However, existing and future traffic volumes are relatively low.	Would improve local transportation network capacity through improvements on parallel roadways	Would improve local transportation network by providing additional traffic capacity.				
	0	0	•				
Traffic Safety	No Improvements are provided to existing traffic safety concerns as identified in the Safety Assessment	No Improvements are provided to existing traffic safety concerns as identified in the Safety Assessment	Opportunities to make improvements to identified traffic safety concerns.				
Provisions for Active	0	•					
Transportation	None provided	None provided	Minor improvements to Active Transportation facilities				
	No ability to ungrade the Denison	No ability to ungrade the Denison Avenue	 Some ability to upgrade the Denison 				
Design Criteria and Geometrics	Avenue corridor to adhere to applicable design standards and	corridor to adhere to applicable design standards and current practices	Avenue corridor to adhere to applicable design standards and current practices dependent on preferred design alternative				
	•	0	O				
	No Capital Costs	improvements to parallel corridors	High capital costs would be required				
Estimated Capital Cost	 Not Preferred Eliminated from further consideration Is not consistent with goals identified in the City of Brampton's 	City of Brampton's Transportation Master Plan and the goal of improving	Recommended as a Preferred Solution Consistent with goals of the City's Transportation Master Plan and goal of improving neighbourhood connections, active transportation facilities and additional local network transportation capacity				
	Provisions for Active Transportation Design Criteria and Geometrics	existing traffic safety concerns as identified in the Safety Assessment Provisions for Active Transportation • None provided • No ability to upgrade the Denison Avenue corridor to adhere to applicable design standards and current practices Estimated Capital Cost • No Capital Costs Summary • Eliminated from further consideration • Is not consistent with goals identified in the City of Brampton's Transportation Master Plan and the	existing traffic safety concerns as identified in the Safety Assessment Provisions for Active Transportation Provisions for Active Transportation None provided None provided				





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:

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