

APPENDIX

A

CONSULTATION -
NOTICES

APPENDIX

A1 STUDY NOTICES



NOTICE OF STUDY COMMENCEMENT**EAST-WEST CONNECTION****Mount Pleasant GO Station to West of Mississauga Road
Municipal Class Environmental Assessment Study****The Study**

The City of Brampton has initiated a Municipal Class Environmental Assessment (EA) process to facilitate the continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. The study will examine the potential alternative alignments for an east-west collector road west of Mississauga Road and will identify the effects on the environment for the alternative designs, and determine the preferred alternative.

The Process

This notice signals the commencement of the Municipal Class Environmental Assessment. The objective of this study is to complete Phase 3 and 4 of the Municipal Class EA process in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Class EA (October 2000, as amended in 2007 & 2011), which is approved under the Ontario EA Act.

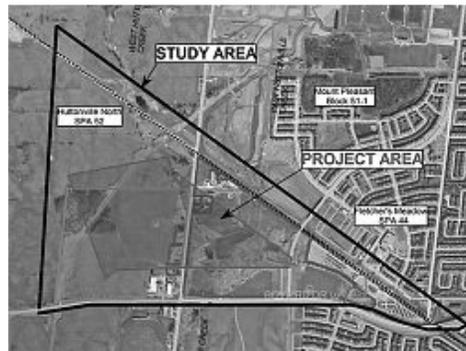
A key component of the study will be consultation with interested stakeholders (public and agencies). Two Public Information Centres (PICs) will be held to present the project, review the study scope and discuss issues related to the project including alternative solutions, evaluation criteria, and environmental impacts and mitigation measures. Details regarding the forthcoming PICs will be advertised as the study progresses. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for public review and comment.

Comments Invited

If you have any questions or comments regarding the study, or wish to be added to the study mailing list, please contact either of the following project team members:

Hamid Hatami, Ph.D., P.Eng.
Manager, Environmental Engineering Services
City of Brampton
Planning and Infrastructure Services
2 Wellington Street West
Brampton, ON L6Y 4R2
Tel: (905) 874-2269
Fax: (905) 874-3369
Email: hamid.hatami@brampton.ca

Mehemed Delibasic, M.Sc., P.Eng.
Project Manager
WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, Ontario L3R 5K3
Tel: (905) 475-8727 ext. 18329
Fax: (905) 475-5994
Email: Mehemed.Delibasic@wspgroup.com



The map above shows the approximate limits of the study area

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This notice first issued on April 17, 2014.

Notice of Study Completion

Municipal Class Environmental Assessment Study

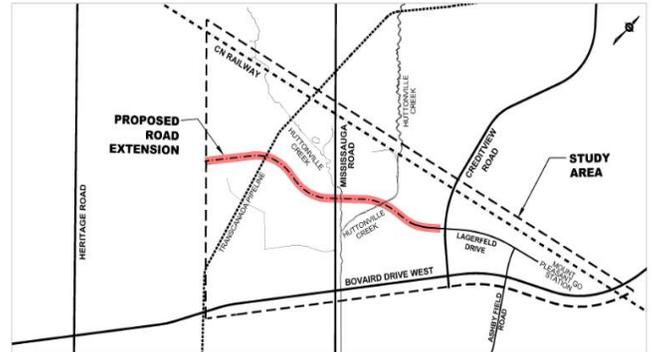
Lagerfeld Drive Extension from Creditview Road to West of Mississauga Road, City of Brampton, Ontario

THE STUDY

The **City of Brampton** has completed Municipal Class Environmental Assessment (Class EA) and preliminary design for the Extension of the Lagerfeld Drive to West of Mississauga Road, within the City of Brampton. The study area is shown on the key plan.

The study objectives included the following:

- Accommodate existing and future traffic growth resulting from development and population increases;
- Accommodate pedestrian, cyclist and transit movements through the corridor;
- Improve access and road network connectivity;
- Assess overall impacts of the proposed improvements on social, cultural and natural environments and recommend mitigation measures.



THE PROCESS

This study followed the approved environmental planning process for a Schedule 'C' projects under the *Municipal Class Environmental Assessment* (October 2000, as amended in 2007, 2011 and 2015). The Study has satisfied Phase 1 (problem or opportunity), Phase 2 (alternative solution), Phase 3 (alternative designs) and Phase 4 (completion of Environmental Study Report) of the Class EA process.

A key component of the study was consultation with interested stakeholders (public and agencies), including two Public Information Centres (PIC). A Notice of Study Commencement inviting initial input was published on April 17, 2014. Public Information Centres (PIC) were held on June 16, 2015 and November 5, 2019. Following these consultations the preliminary preferred alternative design was determined considering comments received. The preliminary preferred design includes;

- Extension of Lagerfeld Drive to west of Mississauga Road with two lanes in each direction;
- Urban cross-section with curb and gutter and sidewalks on both sides; and
- On Road separated cycle lane in each direction.

ENVIRONMENTAL STUDY REPORT

The Environmental Study Report (ESR) has been prepared to document the Class EA planning and decision-making process undertaken for this study. The copy of the ESR is available for a 30-day review period from April 5, 2021 and ending on May 4, 2021 on the City of Brampton at www.brampton.ca/LagerfeldDriveEA.

If concerns regarding this project cannot be resolved in discussions with the City, a person or party may request that, the Minister of Environment, Conservation and Parks make an order for the project to comply with Part II of the Ontario Environmental Assessment Act (referred to as a Part II Order). You must use a Part II Order Request Form available at www.ontario.ca/page/class-environmental-assessments-part-ii-order to request a Part II Order. To submit your Part II Order Request, you must complete the form and include your name and address, project name, proponent name, specific reasons why the request is being made, why a higher level of environmental assessment would address your concerns, information about efforts to date to discuss and resolve concerns with the proponent, the outcome you are seeking from the minister and other matters relevant to the request. Unless you state otherwise in your request, any personal information you provide will become part of the public record. Requests for a Part II Order must be received by the Minister, at the addresses below, by May 4, 2021. A copy of the request must also be sent to the Director of Environmental Assessment Branch and the City's Project Engineer at the addresses indicated below. If no request is received, the City of Brampton intends to proceed with detailed design and construction as outlined in the ESR.

Mr. Ghazanfar Mohammad, P. Eng., PMP

Senior Project Engineer
City of Brampton
1975 Williams Parkway
Brampton, ON L6S 6E5

Phone : 311

TTY: 905 874 2130

Fax : (905) 874-2505

Email : ghazanfar.mohammad@brampton.ca

Mr. Daniel Nalliah, B.Sc., M.Sc., P. Eng.

Consultant Project Manager
WSP Canada Inc.
100 Commerce Valley Drive West
Thornhill, ON L3T 0A1

Phone: (289) 982-4604

Email : Daniel.Nalliah@wsp.com

Comments and information are being collected to assist the City of Brampton in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

This notice was first issued on April 1, day, 2021.

APPENDIX

A2 PIC NOTICES



Public Notice

ADOPTION OF OFFICIAL PLAN AMENDMENT OP2006-110 AND PASSING OF ZONING BY-LAW 86-2015 SECOND UNITS POLICY

TAKE NOTICE that Brampton Council passed **By-law 85-2015** on April 22, 2015, to adopt Official Plan Amendment OP2006-110, and **By-law 86-2015** to amend Comprehensive Zoning By-law 270-2004, under sections 17 and 34 respectively of the Planning Act, RSO 1990 C.P.13, pursuant to a City initiated Official Plan Amendment – **Second Units Policy Review – City Wide (File L01 Bill 140)**.

Section 16 (3) of the Planning Act requires municipalities to have second unit policies. Pursuant to Section 24.1 of the Planning Act, there is no appeal available from the decision of the City of Brampton with respect to second unit policies or a zoning by-law that gives effect to such policies.

The complete by-law and the background materials are available at the City Clerk's Office during regular business hours. An explanation of the purpose and effect is provided herein.

Explanatory Note: OP2006-110 and By-law 86-2015

The purpose and effect of OP2006-110: To implement the recommendations of the Second Units Policy Review by updating the policies related to second units in the City of Brampton Official Plan.

The purpose and effect of By-law 86-2015: To amend comprehensive Zoning By-law 270-2004, as amended, pursuant to the City of Brampton Second Units Policy Review, to create zoning regulations for second units in the City of Brampton (File L01 Bill 140).

Location of the Lands Affected: City wide

Further enquiries or questions should be directed to:

Claudia LaRota, Policy Planner, 905-874-3884
Planning and Infrastructure Services Department

Dated June 4, 2015

P. Fay, City Clerk
2 Wellington St. W, Brampton, ON, L6Y 4R2
905 874-2116 (voice), 905 874-2119 (fax)
905 874-2130 (TTY)
cityclerksoffice@brampton.ca



THANKS NEIGHBOUR!

You make a difference

Thanks for cutting your grass regularly and keeping your lawn beautiful.

For tips on yard maintenance, visit www.brampton.ca/bylaws

Enforcement and By-law Services

@CityBrampton

LET'S CONNECT

East-west Connection

Mount Pleasant GO Station to West of Mississauga Road Municipal Class Environmental Assessment Study

The Process

This study will:

- Assess the need and justification for the road extension;
- Summarize the existing conditions;
- Assess criteria for evaluation;
- Select the planning alternative solutions;
- Identify a preferred solution.

The study is being conducted in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Class EA (October 2000, as amended in 2007 & 2011), which is approved under the Ontario EA Act.

Your involvement is important

 Tuesday, June 16, 2015

 6pm – 8pm

 Peel Regional Police Association Banquet Hall
10675 Mississauga Road,
Brampton, ON

Information is available in an alternative/accessible format upon request.

www.brampton.ca

 @CityBrampton

Notice of Public Information Centre No. 1

The Study

The City of Brampton has initiated a Municipal Class Environmental Assessment (EA) process that will look into extending the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. The study will examine the potential alternative alignments for an east-west collector road west of Mississauga Road. It will also identify the effects of the alternative designs on the environment and determine the preferred alternative.

First Public Information Centre

The first Public Information Centre (PIC) will be an informal drop-in centre with display information on the study findings to date. The PIC will provide members of the public an opportunity to ask questions, review project information, consider preliminary recommended solutions, and provide input on the project. The first PIC is scheduled on:

Date: Tuesday, June 16, 2015

Place: Peel Regional Police Association
Banquet Hall
10675 Mississauga Road
Brampton, ON

Time: 6pm – 8pm

As residents of the area, you are encouraged to attend the public information centre and give us your comments. If you are unable to attend and are looking for additional information, or would like to be added to the mailing list for this project, please contact either of the following team members:

Mr. Mehemed Delibasic,

M.Sc., P.Eng.
Consultant - Project Manager, WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, Ontario L3R 5K3
Tel: 905.475.8727 ext.18329
Email: Mehemed.Delibasic@wspgroup.com

Ms. Andria Oliveira

Project Manager, City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4RT
Tel: 905.874.2410
Email: Andria.Oliveira@brampton.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. This notice first issued on June 02, 2015.



Contact for more information on City of Brampton programs, services, meetings and events

2 Wellington St. W.
Brampton, ON L6Y 4R2

www.brampton.ca
 @CityBrampton

3-1-1

905.874.2000
TTY 905.874.2130



June 3, 2015

Dear Sir/Madam:

**Subject: Public Information Centre No. 1
East-West Connection from Mount Pleasant GO Station to West
of Mississauga Road, City of Brampton
Municipal Class Environmental Assessment (EA) Study**

You are invited to the first Public Information Centre that will provide information on the Environmental Assessment (EA) Study for East-West Connection from Mount Pleasant GO Station to West of Mississauga Road.

Date: Tuesday, June 16, 2015
Location: Peel Regional Police Association Banquet Hall
10675 Mississauga Road
Brampton, ON
Time: 6:00 pm – 8:00 pm

The City of Brampton has initiated a Municipal Class Environmental Assessment (EA) process that will look into extending the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. The study will examine the potential alternative alignments for an east-west collector road west of Mississauga Road, identify the effects of the alternative designs on the environment, and determine the preferred alternative. See the map below for your reference.

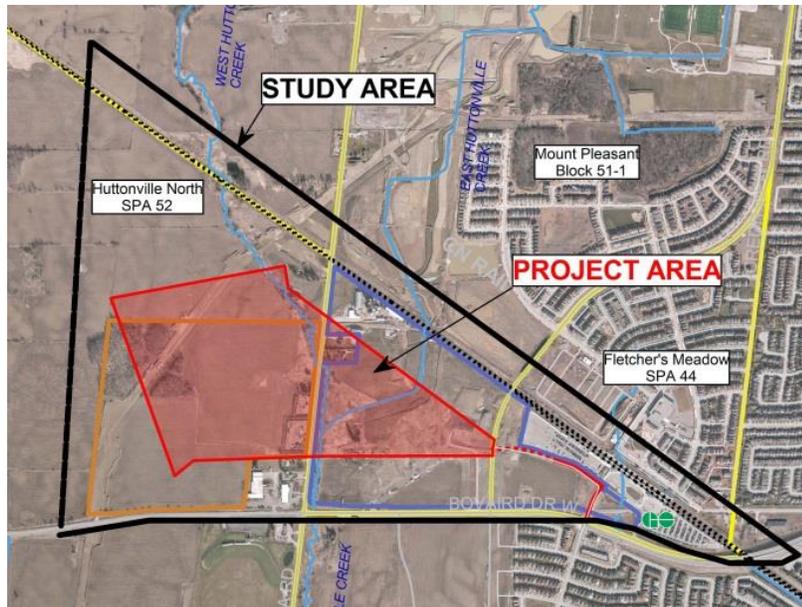
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WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham ON L3R 5K3

Phone: +1 905-475-8727
Fax: +1 905-475-5994
www.wspgroup.com



The map above shows the approximate limits of the study area

We encourage you to attend the PIC and give us your comments. If you are unable to attend and wish additional information or to be added to the mailing list for this project, please contact either of the following team members.

Ms. Andria Oliveira
Project Manager – City of Brampton
Planning and Infrastructure Services
2 Wellington Street West
Brampton, Ontario L6Y 4RT
Tel: (905) 874-2410
Email: Andria.Oliveira@brampton.ca

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Consultant – Project Manager
WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, Ontario L3R 5K3
Tel: (905) 475-8727 ext. 18329
Email: Mehemed.Delibasic@wspgroup.com

Yours truly,
WSP Canada Inc.



Mehemed Delibasic, M.Sc., P.Eng.
Consultant – Project Manager

MD/hs
141-15409_PIC1 Letter_FINAL-20150603.docx

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Planning and Infrastructure Services Department

Dated June 4, 2015

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LET'S CONNECT

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The Process

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Banquet Hall
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Brampton, ON

Time: 6pm – 8pm

As residents of the area, you are encouraged to attend the public information centre and give us your comments. If you are unable to attend and are looking for additional information, or would like to be added to the mailing list for this project, please contact either of the following team members:

Mr. Mehemed Delibasic,

M.Sc., P.Eng.
Consultant - Project Manager, WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, Ontario L3R 5K3
Tel: 905.475.8727 ext.18329
Email: Mehemed.Delibasic@wspgroup.com

Ms. Andria Oliveira

Project Manager, City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Tel: 905.874.2410
Email: Andria.Oliveira@brampton.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. This notice first issued on June 02, 2015.



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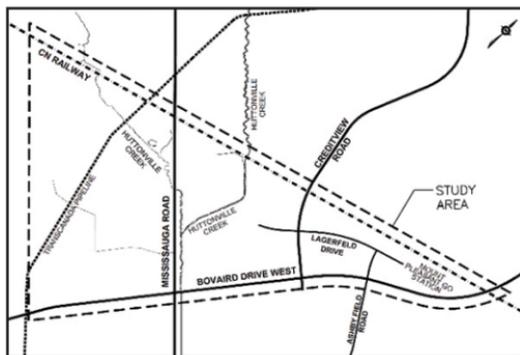
NOTICE OF SECOND PUBLIC INFORMATION CENTRE East-West Connection Road (Lagerfeld Drive Extension) from Mount Pleasant GO Station to West of Mississauga Road Municipal Class Environmental Assessment Study

The Study

The City of Brampton is carrying out a Municipal Class Environmental Assessment (EA) study to facilitate the extension of the existing Lagerfeld Drive to lands west of Mississauga Road. To best address anticipated mobility needs of future residents and workers in the growing community, various alternative alignments for this east-west collector road were evaluated considering the social, cultural and natural environments.

The Process

The study is being conducted in accordance with the planning and design process for Schedule 'C' projects as outlined in the *Municipal Class Environmental Assessment* (October 2000, as amended in 2007, 2011 & 2015) document, which is approved under the *Ontario Environmental Assessment Act*. A key component of the study is consultation with interested stakeholders at two Public Information Centres (PICs).



The first PIC was held in June 2015 to present the background information, the EA process, justification and preliminary preferred solution. Thereafter, the preferred alternative was determined taking into consideration the problem being addressed, alternative solutions, environmental effects and comments received from regulatory agencies and the public.

Second Public Information Centre

A second PIC has been arranged to review the preliminary preferred design, and to receive public comments. Following the second PIC, the preliminary preferred design will be reviewed taking into consideration the comments received, and confirmed or modified. The second PIC has been arranged as follows:

Date: Tuesday November 5, 2019

Time: 6:00 pm – 08:00 pm (Drop-in-Centre Format)

Location: Mount Pleasant Village Public Library (Paul Hunt Room),
100 Commuter Drive, Brampton, ON

Your involvement is important

If you cannot attend and would like to provide comments, please forward them by November 22, 2019 to the City of Brampton or the Consultant Project Manager at the contact information below. Following the PIC, the study findings will be reviewed in light of comments received and the preferred design will be confirmed. To learn more about the project, visit the project website at www.brampton.ca/EnvironmentalAssessments. If you have any questions or comments regarding the study, or wish to be added to the study mailing list, please contact either of the following project team members:

Mario Goolsarran, P.Eng., PMP

Senior Project Engineer
City of Brampton
1975 Williams Parkway
Brampton, ON L6S 6E5
Tel: (905) 874-5164
Fax: (905) 874 2505
TTY: (905) 874 2130

Email: Mario.Goolsarran@brampton.ca

Daniel Nalliah, B.Sc., M.Sc., P.Eng.

Manager, Municipal Roads
WSP Canada Inc.
100 Commerce Valley Drive West
Thornhill, ON L3T 0A1
Tel: (905) 882-4211 ext. 6721
Email: Daneil.Nalliah@wsp.com

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This notice first issued on October 24, 2019.

APPENDIX

A3 PICS MATERIALS



**EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO
WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
SCHEDULE "C"
CITY OF BRAMPTON**

PUBLIC INFORMATION CENTRE (PIC) #1

Please sign in and then review the information and displays presented here at the Public Information Centre. You are encouraged to express your opinions and comments at any time and you can fill out a comment sheet. City staff and members of the consult team are here to answer your questions about this study.

PURPOSE OF PIC

In this PIC you will learn about this study, Municipal Class Environmental Assessment (EA) Process, summary of existing conditions inventories, needs and opportunities, assessment criteria for evaluation and selection of the planning alternative solutions, and the next step.

Table of Contents - PIC Boards:	
Study Area and Overview	Existing Transit and Active Transportation Network
Study Objectives	Archaeological Potentials
Roadway Characteristics	Existing Natural Heritage Features
Overview of the Municipal Class EA Process	Traffic Analysis (Existing and Future Conditions)
Problem/Opportunity Statement	Traffic Analysis Conclusion
Planning for North-West Brampton: Policy Context	Alternative Evaluation Criteria
The Needs for East-West Connection	Next Steps and Study Contacts

STUDY AREA AND OVERVIEW

- The City of Brampton, through WSP Canada Inc., has initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) for a East-West Connection Road between Mount Pleasant GO Station and west of Mississauga Road.
- Approved and planned growth in the study area will contribute to an increase in traffic congestion over the next 10-25 years.
- As part of a strategic future road network assessment, extension of Lagerfeld Road to the west of Mississauga Road is considered to address these problems and provide opportunities to enhance the future community, and facilitate sustainable modes of transportation.
- The boundaries of the immediate study area are Mississauga Road to the west, Bovaird Drive West to the south and CN Railway to the north.
- This EA is being conducted to assess the opportunity to pursue this road link.



ROADWAY CHARACTERISTICS

General Roadway Characteristics:

- Ashby Field Road is a local street leading into the Mount Pleasant GO Station to the north and a residential area to the south. The speed limit is 50km/h.
- GO Transit operates its Georgetown service on the CNR line with the Mount Pleasant GO Station located on the north side of Bovaird Drive, east of Mississauga Road.
- Mississauga Road is a major north-south arterial road. It is currently a two-lane road with a rural cross-section, and has a posted speed limit of 80 km/h.
- Bovaird Drive is a major east-west arterial roadway. The posted speed limit is 70km/h.



Mount Pleasant GO Station



East-West Connection between Ashby Field Road to Mississauga Road



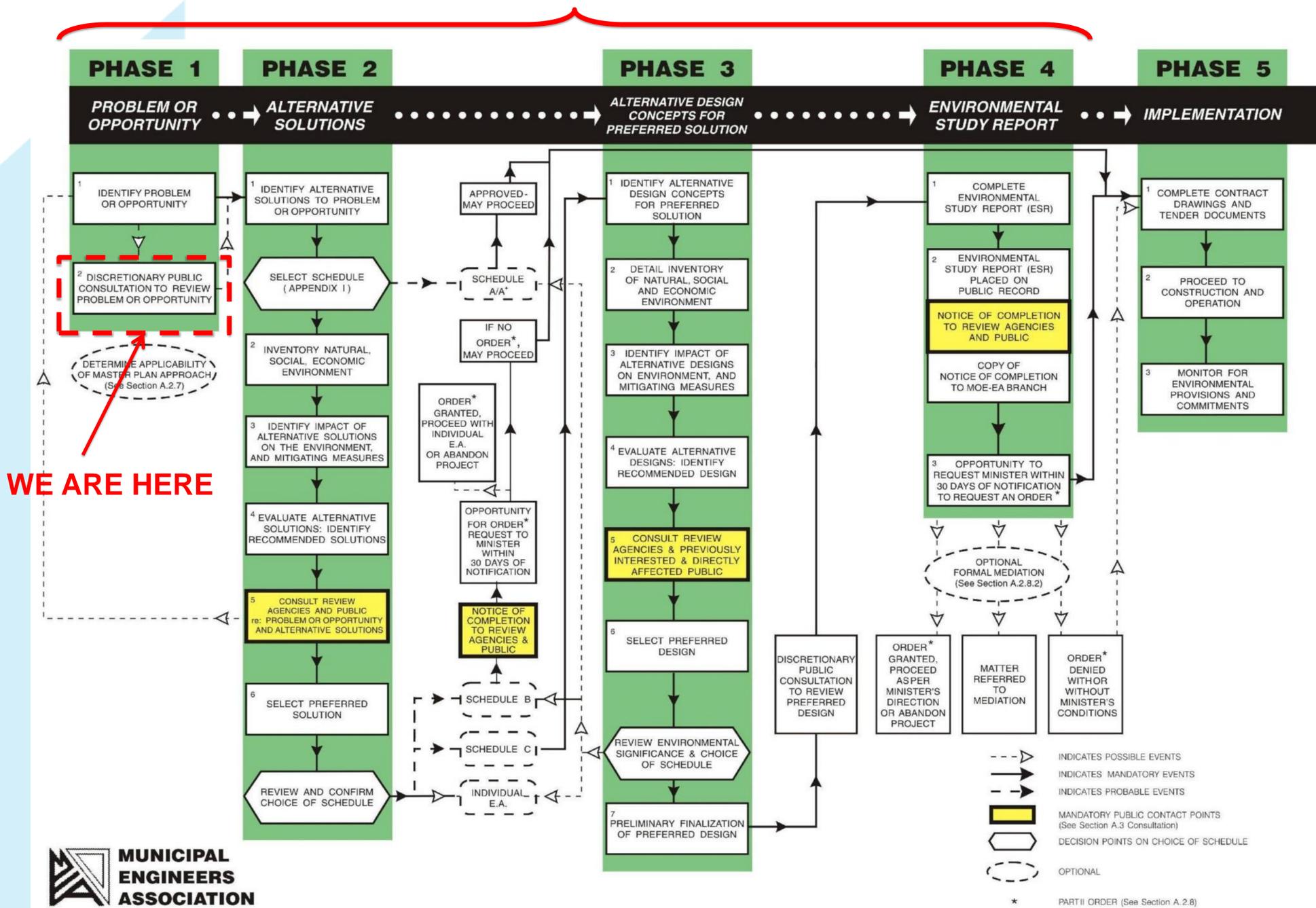
Bovaird Drive West & Mississauga Road intersection (looking west)

STUDY OBJECTIVES

- Satisfy Environmental Assessment (EA) requirements:
 - Provide clear justification of the need for and the protection of this connection;
 - Investigate a range of alternative alignments and designs;
 - Develop criteria and measures against which alternatives/designs can be measured:
 - i.e. Environment, Endangered Species at Risk, Multi-Modal Connectivity, Place-Making, etc
 - Recommend a preferred solution, considering and identifying intersections and access requirements.

This Study is following the Municipal Class Environmental Assessment (EA) planning process

THE STUDY EA PHASES



- This study is being conducted in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Class EA (October 2000, as amended in 2007 & 2011), which is approved under the Ontario EA Act.
- The Municipal Class Environmental Assessment (2000) (Class EA) process, which is approved under the Environmental Assessment Act, enables the planning of municipal infrastructure projects in accordance with a proven procedure for protecting the environment.
- The Schedule 'C' Class EA process includes public and review agency consultation, an evaluation of alternatives, an assessment of the effects on the environment, and identification of reasonable measures to mitigate any adverse effects.
- There is an opportunity at any time during the Class EA process for public input, including this Public Information Centre (PIC).
- Upon completion of the Class EA, an Environmental Study Report (ESR) will be available for public review.

WE ARE HERE



Source: The process flow chart was adapted from the Municipal Class Environment Assessment documentation at www.municipalclassea.ca.
 Note: The current step of the Class EA process is highlighted in red.

EAST-WEST CONNECTION ROAD
 MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
 MUNICIPAL CLASS EA
 June 16, 2015



PROBLEM / OPPORTUNITY STATEMENT

- Approved and planned growth in the study area will contribute to an increase in traffic congestion over the next 10-25 years
- Alternative solutions to address capacity will consider opportunities to enhance the future community, and facilitate sustainable modes of transportation
- Address transportation/access needs while respecting unique environmental features and functions, including the habitat of Species at Risk, to develop a complete and sustainable community
- Needs to support the City's endorsed Community Design Principles that include Transit Oriented Development in an Urban Core around Mount Pleasant GO Station. Currently there is no direct access from the Mount Pleasant GO Station, which can provide an important alternative route for bus transit vehicles and GO patrons accessing the station.
- Needs for east-west active transportation facilities to connect with the north-south trails that follow watershed tributaries

Roadway capacity and intersection operations will deteriorate without improvements therefore:

With planned roadway improvements and without the future east-west connection, the roadway network in the immediate area will not be able to accommodate the east-west travel demand growth anticipated to 2031.

THE NEED FOR EAST-WEST CONNECTION

The east-west connector will:

- Provide needed roadway connectivity, and multi-modal capacity
- Facilitate direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive and Mississauga Road
- Support the City's endorsed Community Design Principles that include Transit-Oriented Development in an Urban Core around Mount Pleasant GO Station
- Provide a mid-block crossing and pedestrian-friendly community collector that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users)

Opportunities and Constraints:

- An opportunity to provide community connectivity, logical infrastructure delivery while dove-tailing two projects for lowest environmental impact
- Crossing of the Huttonville Creek
- Anticipated financial constraints
- The coordination of infrastructure for environmental mitigation and areas of mutual interest
- Osmington OPA

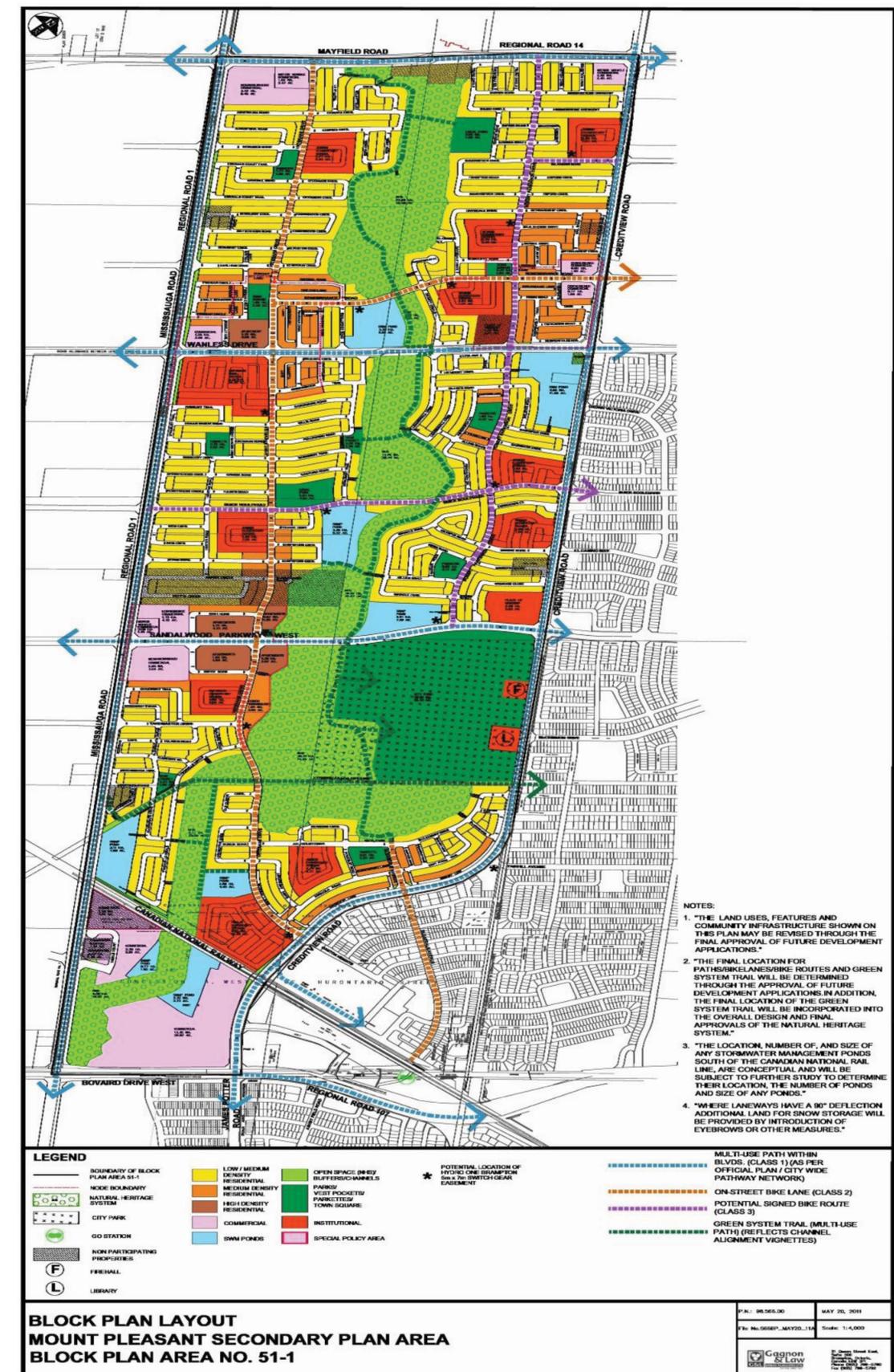
PLANNING FOR NORTH-WEST BRAMPTON: POLICY CONTEXT

- City of Brampton:
 - 2014 Transportation Master Plan Update
 - Mount Pleasant Secondary Plan/TMP
 - Heritage Heights Secondary Plan/TMP
- Region of Peel:
 - Mississauga Road Municipal Class Environmental Assessment ESR – filed 2013
 - Project is moving forward to Detailed Design for Capital Construction, where timing is critical



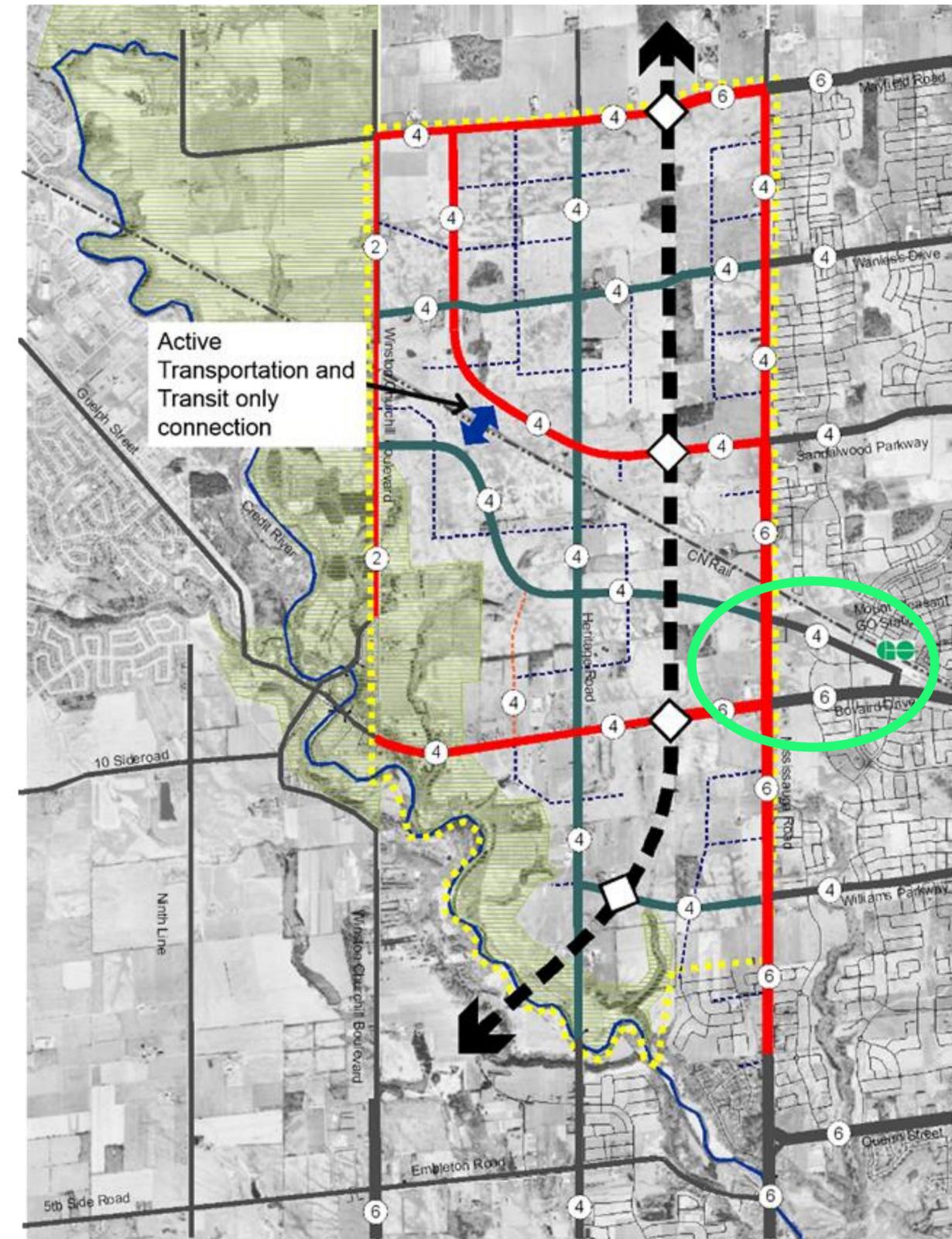
MOUNT PLEASANT

- Mount Pleasant Secondary Plan, 2011
- Mount Pleasant Mobility Hub, Transit-Oriented Development, mixed uses, tighter grid networks, protection of environmental systems functions through protection and enhancement of a Natural Heritage System
- Mount Pleasant Secondary Plan OPA Policy 5.3.2.5 *Road network and access required to accommodate travel demand in and associated with the “District Retail” designation shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future road network connectivity*



HERITAGE HEIGHTS

- Heritage Heights Secondary Plan development in process
- Draft Heritage Heights Transportation Master Plan recommends a Preferred Network
- E-W connection is a key transit and active transportation spine to achieve community connectivity and foster sustainable modes of travel
- Walkable Main Street and Complete Street to complement Transit-Oriented Development
- GO-Transit two-way, all day service improvements



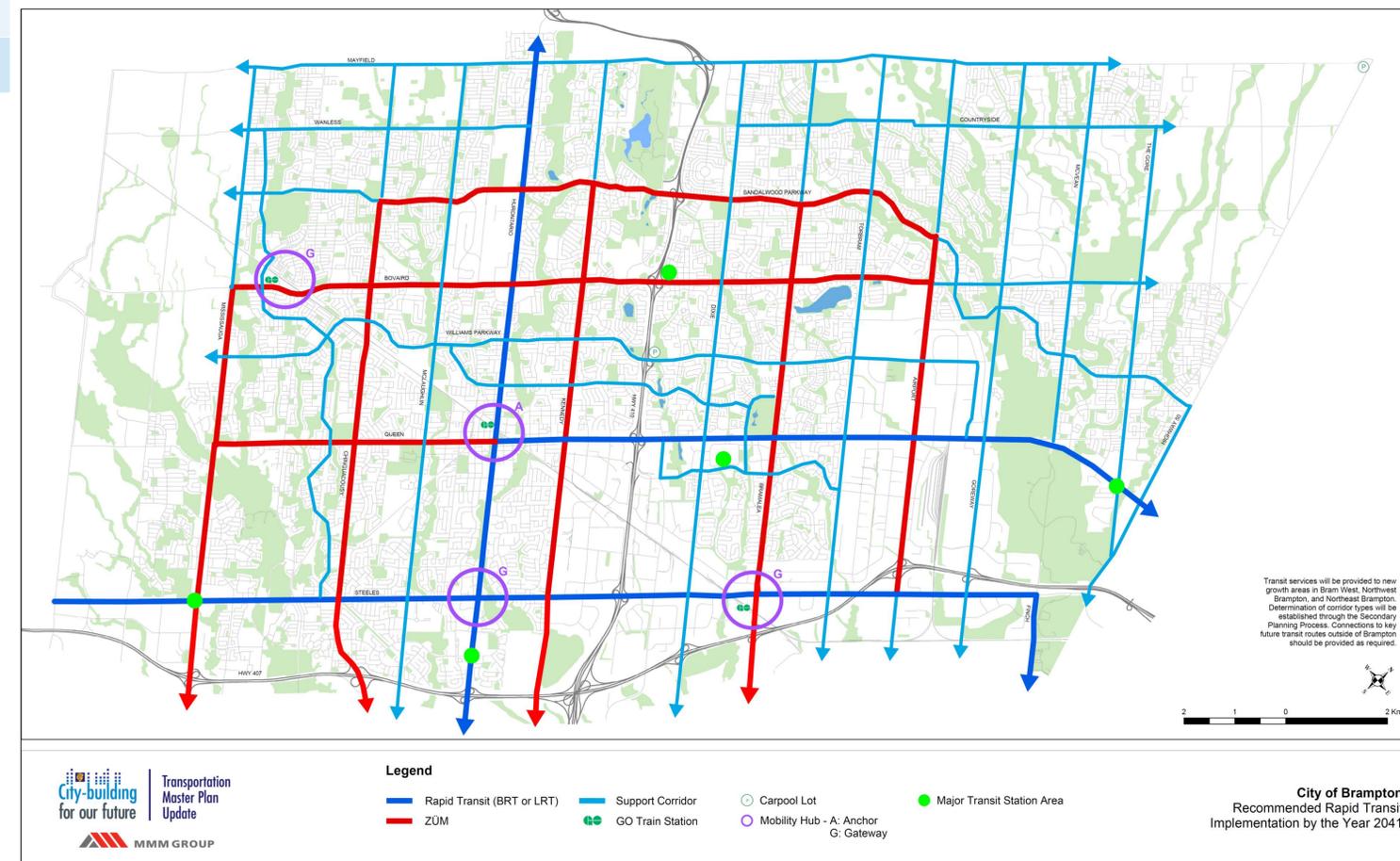
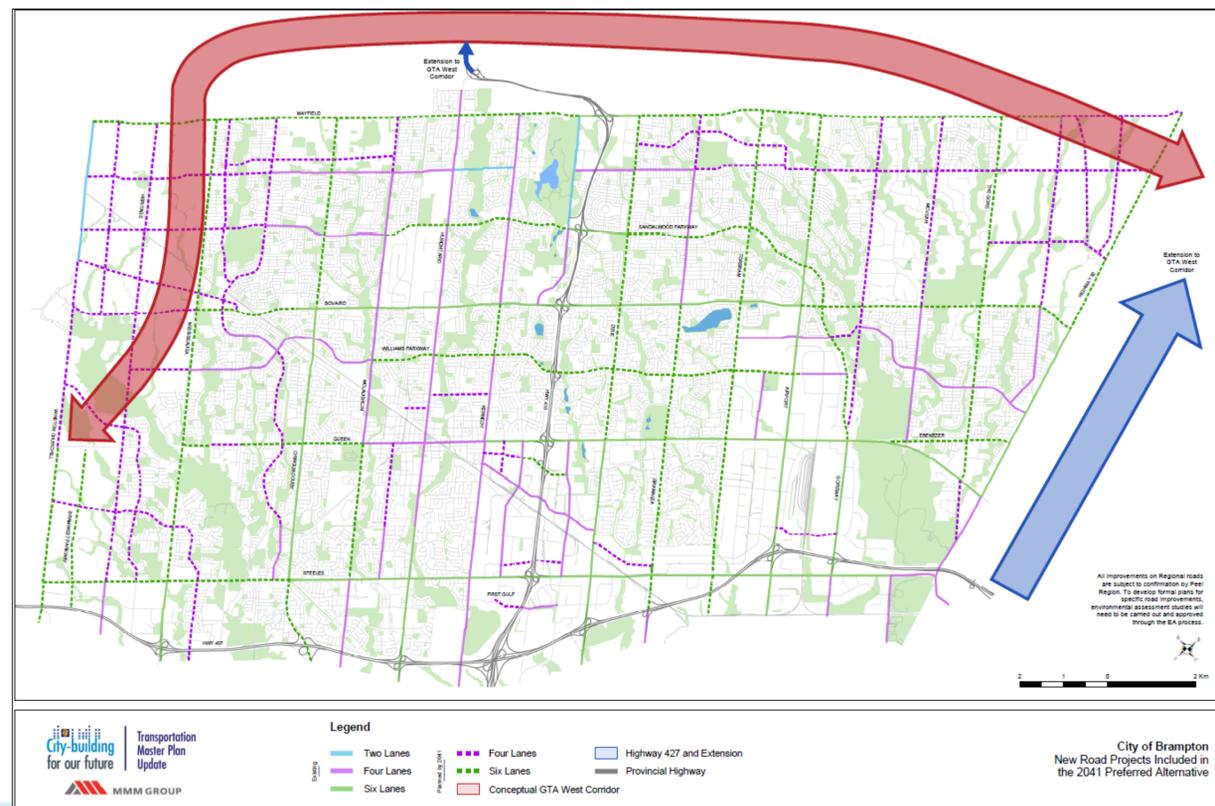
EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA
June 16, 2015

POLICY CONTEXT (CON'T)

- The study area land-use consists of a mixture of agricultural, residential, commercial, and industrial.
- North West Brampton is rapidly growing community.
- City of Brampton population and employment will increase by 43% and 73% respectively between 2021, 2031 and 2041.

	City of Brampton		
	2021	2031	2041
Population	0.687 Million	0.837 Million	0.889 Million
Employment	0.244 Million	0.292 Million	0.322 Million

City of Brampton Official Plan Consolidation, November 2013



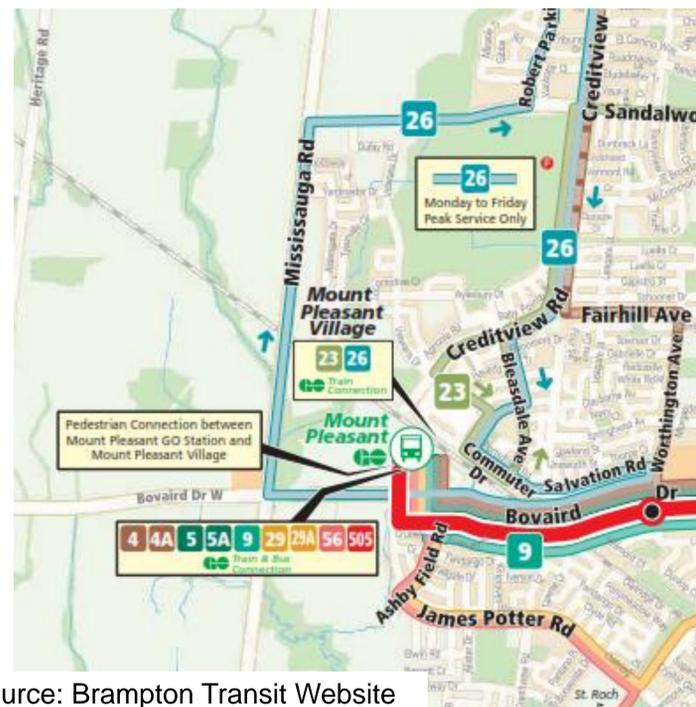
EAST-WEST CONNECTION ROAD

MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD

MUNICIPAL CLASS EA

June 16, 2015

EXISTING TRANSIT NETWORK



Source: Brampton Transit Website

Legend

- Züm Station Stops / Service
- Brampton Transit Route
- One Direction Only
- Bus Terminal
- Connections at Terminals to: MiWay, TTC, YRT and GO
- Other Transit Routes
- GO Transit Terminal
- Parkland
- Recreation Trails
- Industrial Areas
- Shopping & Commercial Areas
- Institutional Areas
- College / University
- Peel Police Station
- Fire Station
- Public Secondary Schools
- Catholic Secondary Schools

Existing Transit Services in the vicinity of the study area:

Routes 4 & 4A – Chinguacousy

- Mount Pleasant GO Station via Bridsdale Dr., Wanless Dr., Chinguacousy Rd. and Steeles Ave. to Brampton Gateway Terminal

Routes 5 & 5A – Bovaird

- Mount Pleasant GO Station via Bovaird Dr. and Goreway Dr. (Route 5) or Airport Rd. (Route 5A) to Westwood Mall Terminal

Route 9 – Vodden

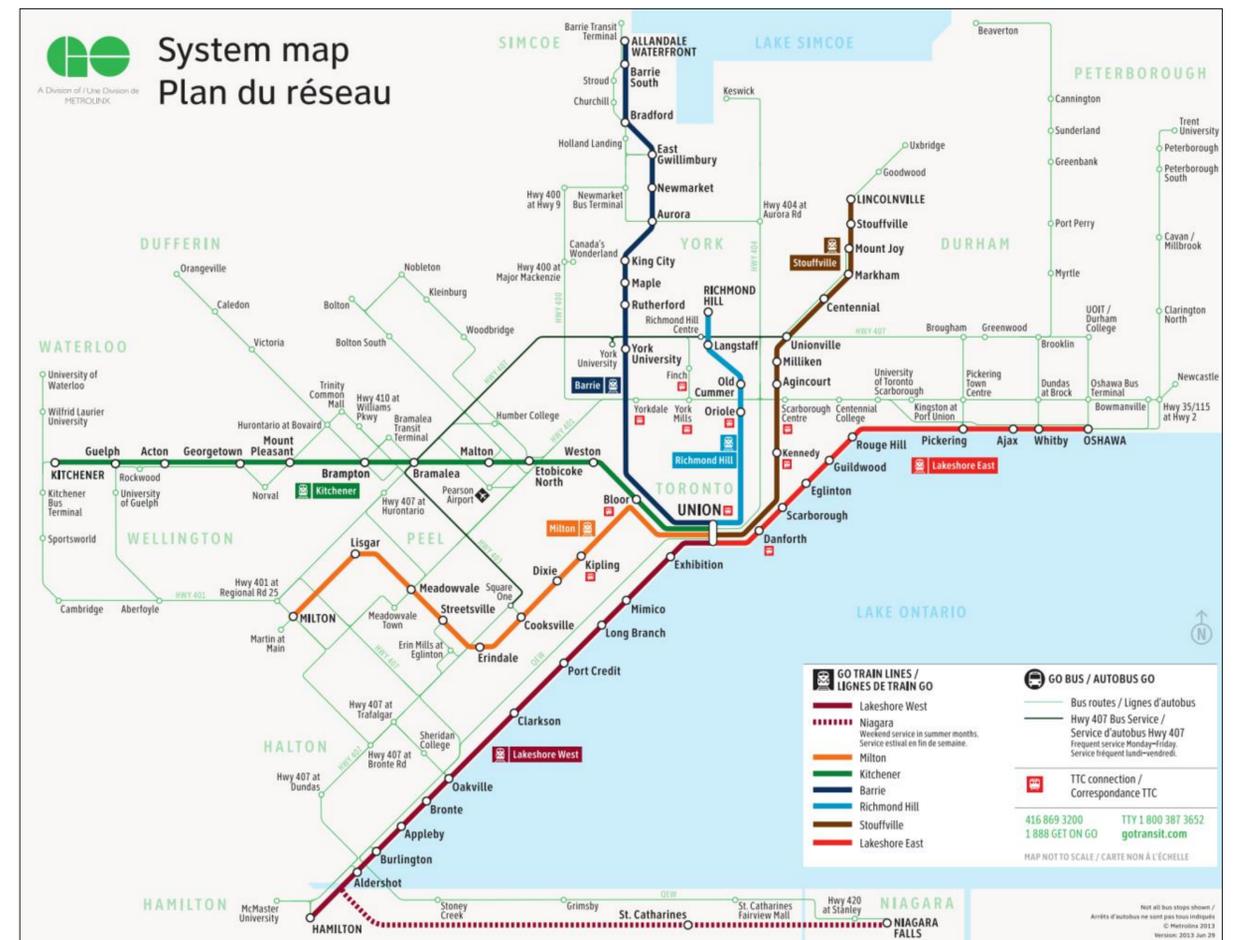
- Mount Pleasant GO Station via Vodden St. to Edvac Dr.

Routes 29 & 29A – Williams

- Mount Pleasant GO Station via Williams Parkway and Goreway Dr. to Kennedy St.

Route 56 – Springbrook

- Mount Pleasant GO Station via James Potter Rd., Williams Parkway & Queen St. W. to Downtown Brampton Terminal



Source: GO Transit website

Route 23 – Sandalwood

- Mount Pleasant Village via Sandalwood Parkway to Queen St. at Highway 50

Route 26 – Mount Pleasant

- Mount Pleasant Village via Mississauga Rd., Sandalwood Parkway and Creditview Rd. to Mount Pleasant Village

Route 505 - Züm Bovaird

- Mount Pleasant GO Station via Bovaird Dr. to Queen St. and Goreway Dr.

EAST-WEST CONNECTION ROAD

MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD

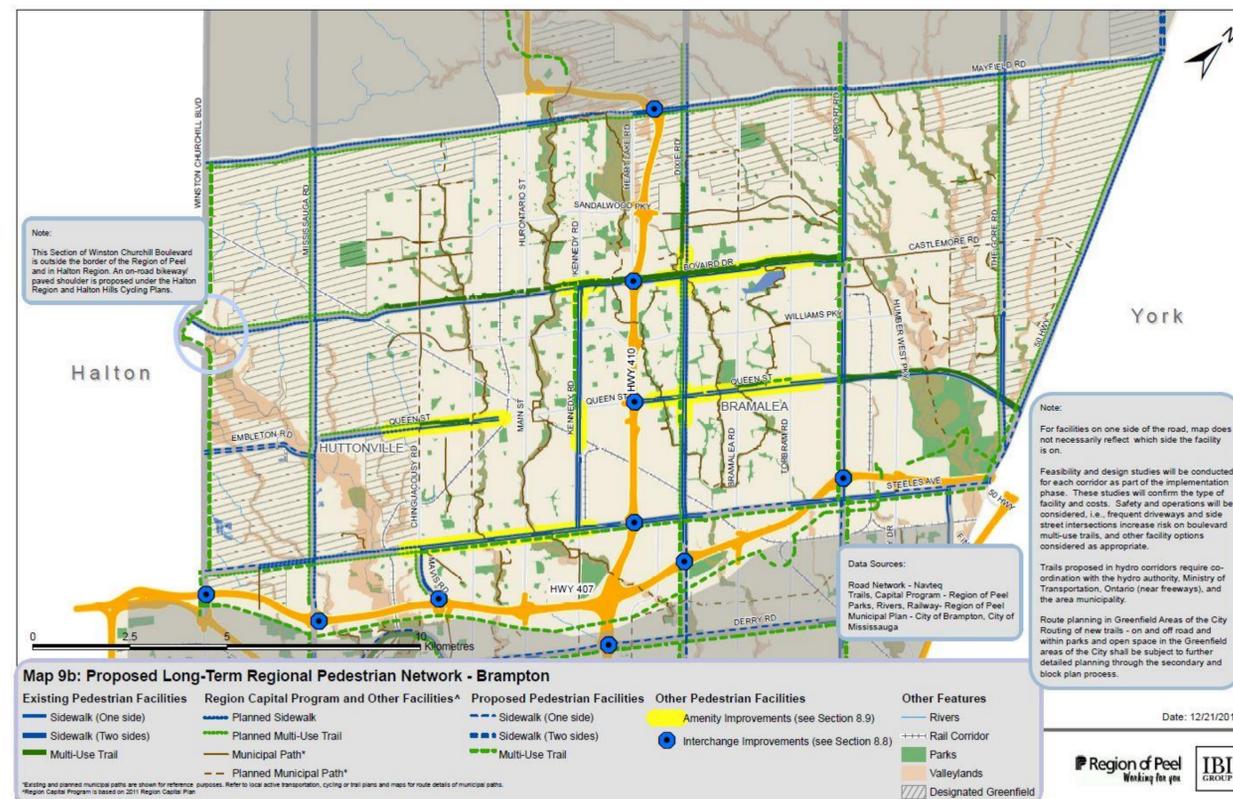
MUNICIPAL CLASS EA

June 16, 2015

EXISTING ACTIVE TRANSPORTATION NETWORK

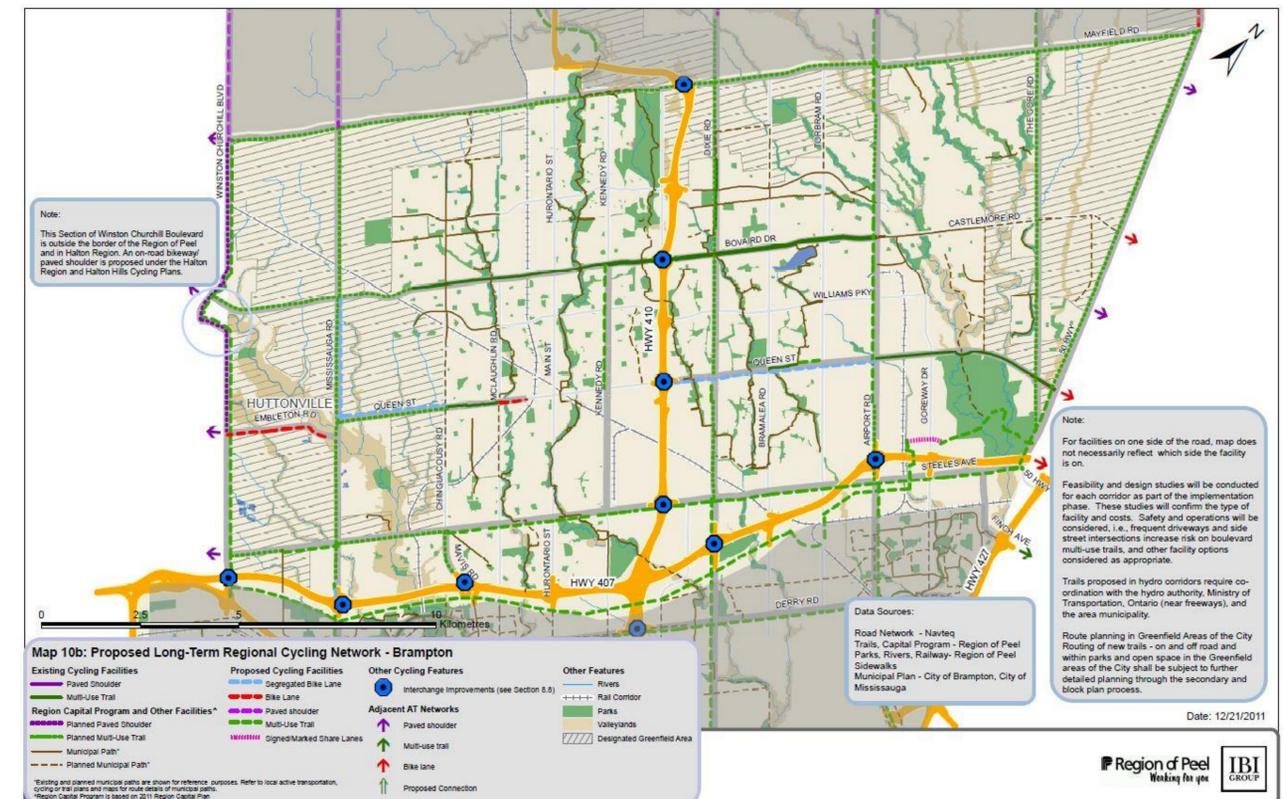
- City of Brampton has a large pathway system that connects parks and valleys, and provides convenient pedestrian and cycling routes across Brampton. Brampton's existing bicycle facilities include:
 - bicycle lanes
 - bicycle detectors at traffic signals
 - multi-use paths and trails

Brampton Pedestrian Network



Source: Peel Active Transportation Study Map 9b

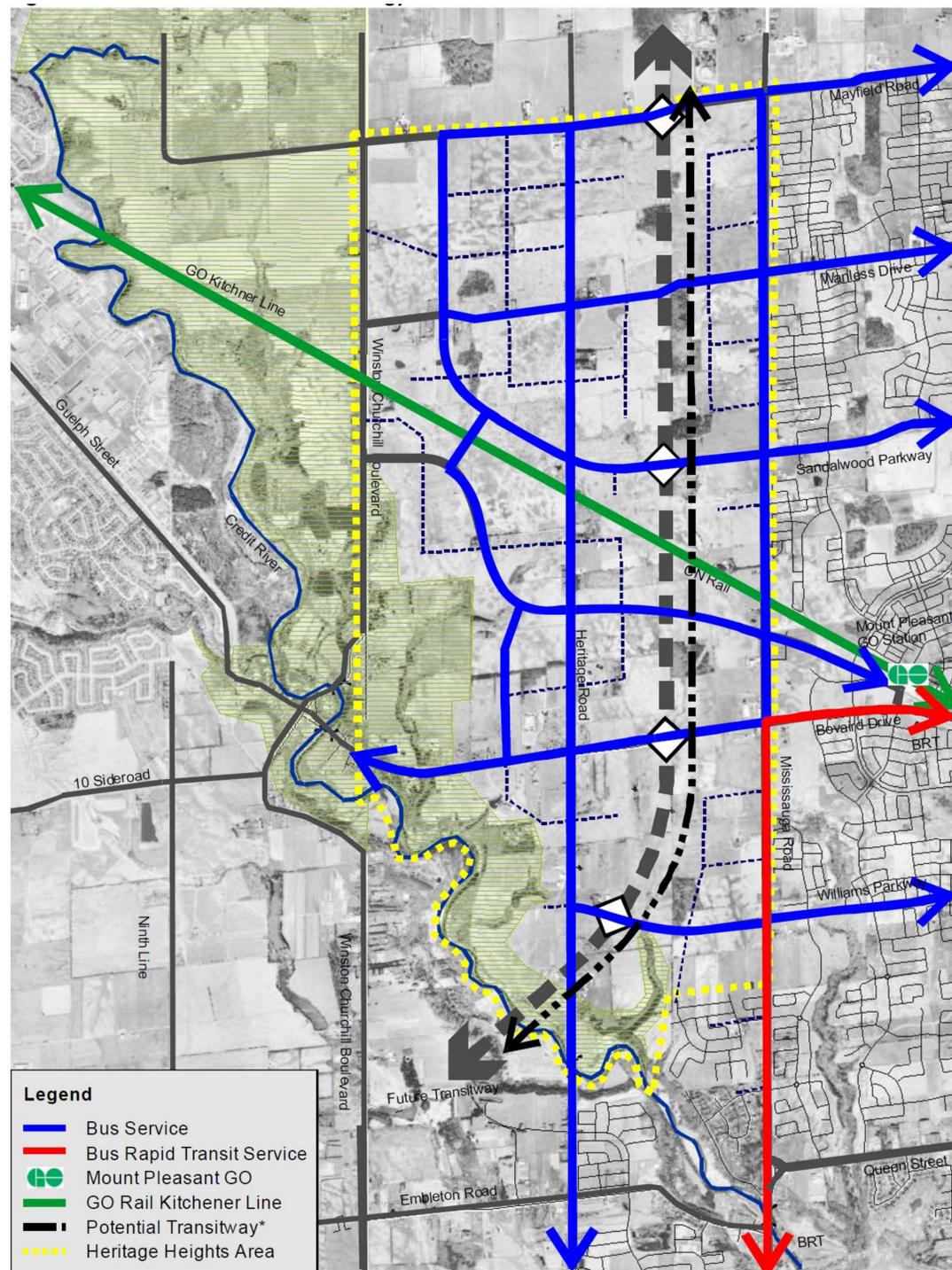
Brampton Cycling Network



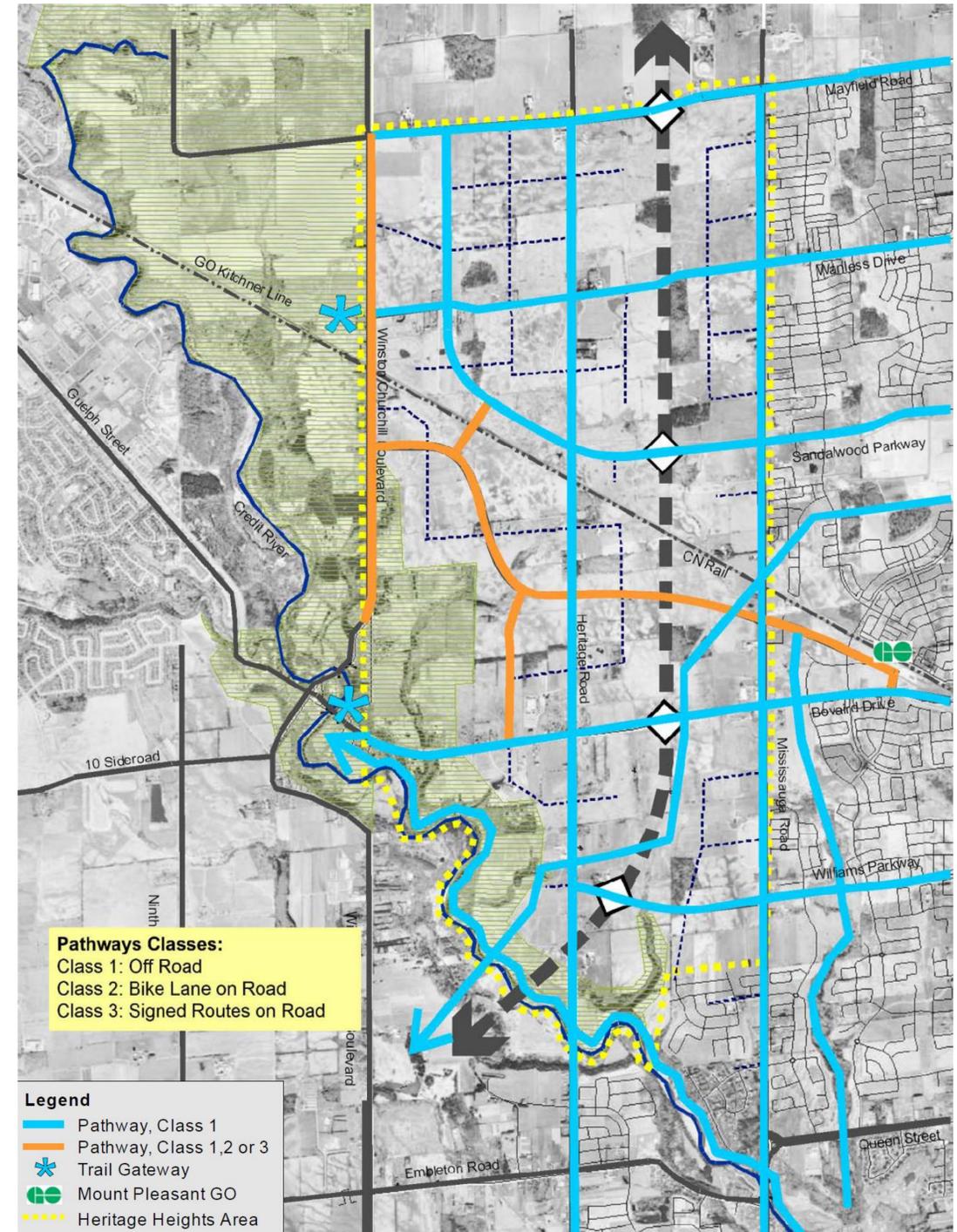
Source: Peel Active Transportation Study Map 10b

EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA
June 16, 2015

HERITAGE HEIGHTS PROPOSED NETWORKS



Proposed Transit Strategy



Proposed Active Transportation Strategy

EAST-WEST CONNECTION ROAD
 MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
 MUNICIPAL CLASS EA
 June 16, 2015

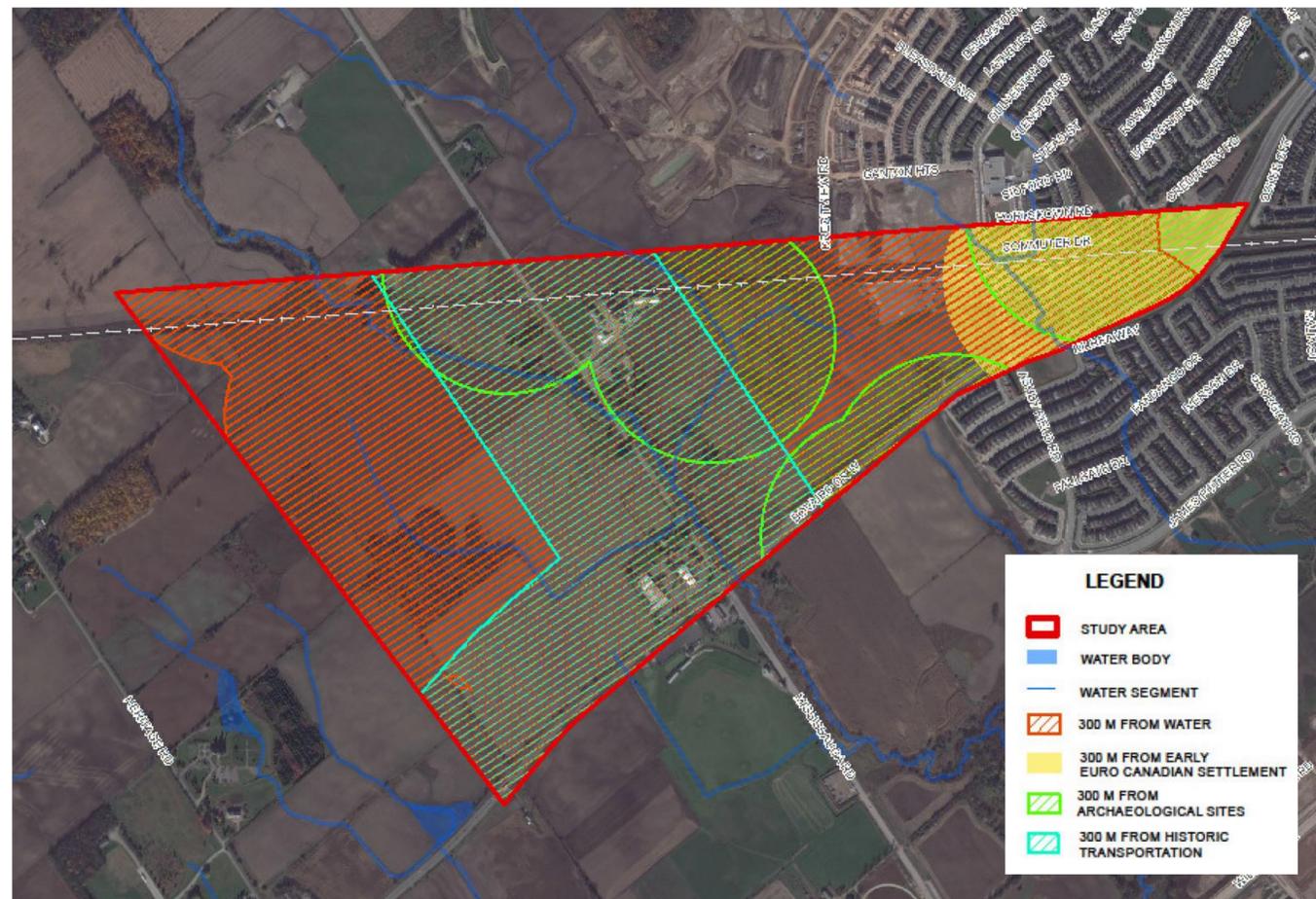
ARCHAEOLOGICAL POTENTIAL

A Stage 1 Archaeological Assessment completed in Jan 2014 determined:

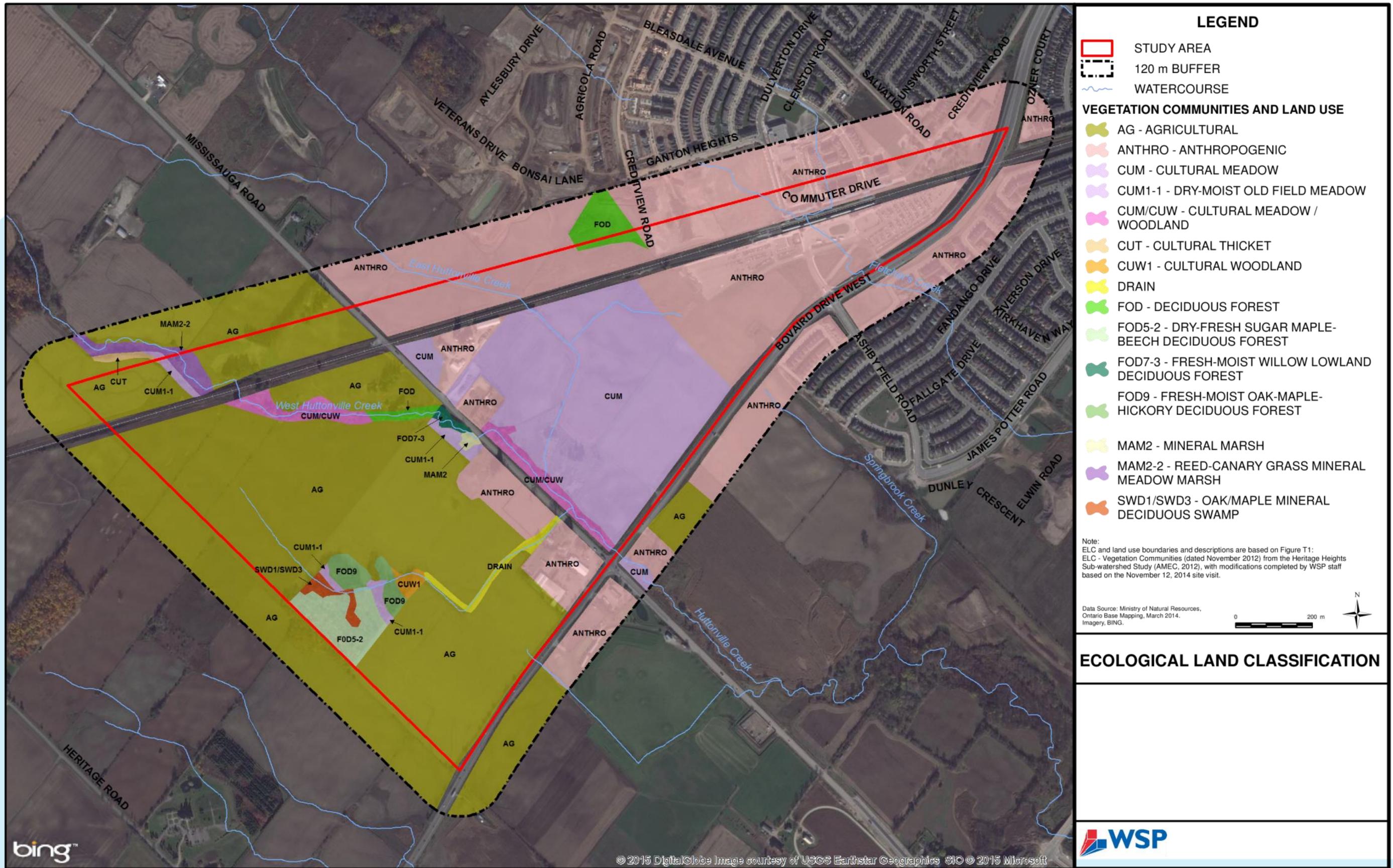
- There is archaeological potential for the discovery of pre-contract sites and historic Euro-Canadian sites on the undisturbed/previously unassessed areas of the Study Area.

Recommendations:

- The undisturbed areas within 300m of previously identified archaeological sites or within 300m of Huttonville Creek must be subject to Stage 2 survey. Areas of activity or recently cultivated agricultural land must be subject to pedestrian survey. All other areas where ploughing is not possible or viable must be subject to test pit survey.



- The undisturbed areas within 300m of early Euro-Canadian settlement and/or property listed on a municipal register or designated under the Ontario Heritage Act must be subject to Stage 2 survey. Areas of actively or recently cultivated agricultural land must be subject to pedestrian survey. All other areas where ploughing is not possible or viable must be subject to test pit survey.
- The undisturbed areas within 100m of early historic transportation routes must be subject to Stage 2 survey. Areas of actively or recently cultivated agricultural land must be subject to pedestrian survey. All other areas where ploughing is not possible or viable must be subject to test pit survey.



EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA
 June 16, 2015

EXISTING NATURAL HERITAGE FEATURES

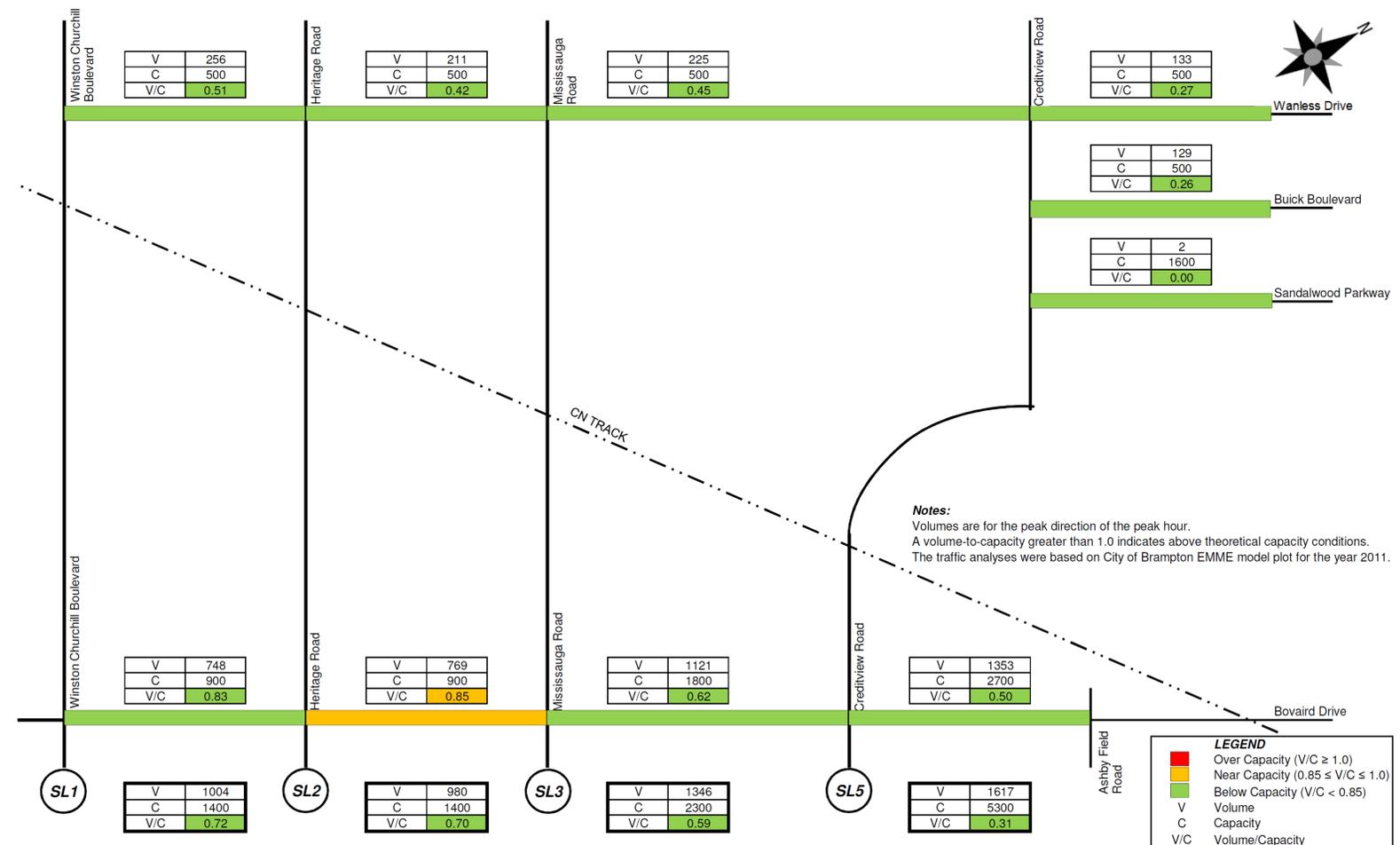
- Two watercourses are located within the study area – the east and west branches of Huttonville Creek, a tributary of the Credit River. Both watercourses are considered to be fish habitat.
- Huttonville Creek is a designated coldwater fish habitat and provides habitat for the Redside Dace, an Endangered species.
- 36 species of breeding birds were observed on or within 120m of the site over the two survey periods, between May 24 and July 10, 2014. Breeding evidence was noted for 35 out of 36 total species observed in the study area.
- Historical observations in the vicinity of the Study Area were noted for the Threatened Bobolink and Eastern Meadowlark. These species were not observed during the surveys conducted between May 24 and July 10, 2014.
- Barn Swallow, a provincially listed Species at Risk, was observed on site. However, there was no breeding evidence, and suitable nesting structures were not identified within the Study Area.
- No other species at risk were observed within the Study Area.
- Wooded areas within the Study Area have been identified as a Core Area of the Greenlands System. Vegetation communities observed within the Study Area are common within southern Ontario.
- There are no Provincially Significant Wetlands within the Study Area. The Springbrook Wetland Complex is located south of Bovaird Drive and approaches to within 300m of the study area.

TRAFFIC ANALYSIS – Existing Conditions

Traffic analysis was carried out to assess the east-west capacity along parallel within the study area, including Wanless Drive, Buick Boulevard, Sandalwood Parkway to the total available capacity (volume-to-capacity ratio or V/C)

Analysis Findings:

- Bovaird Drive between Heritage Road and Mississauga Road currently operates near capacity with a V/C of 0.85
- The remaining links within the network have available capacity with V/C of less than 0.85



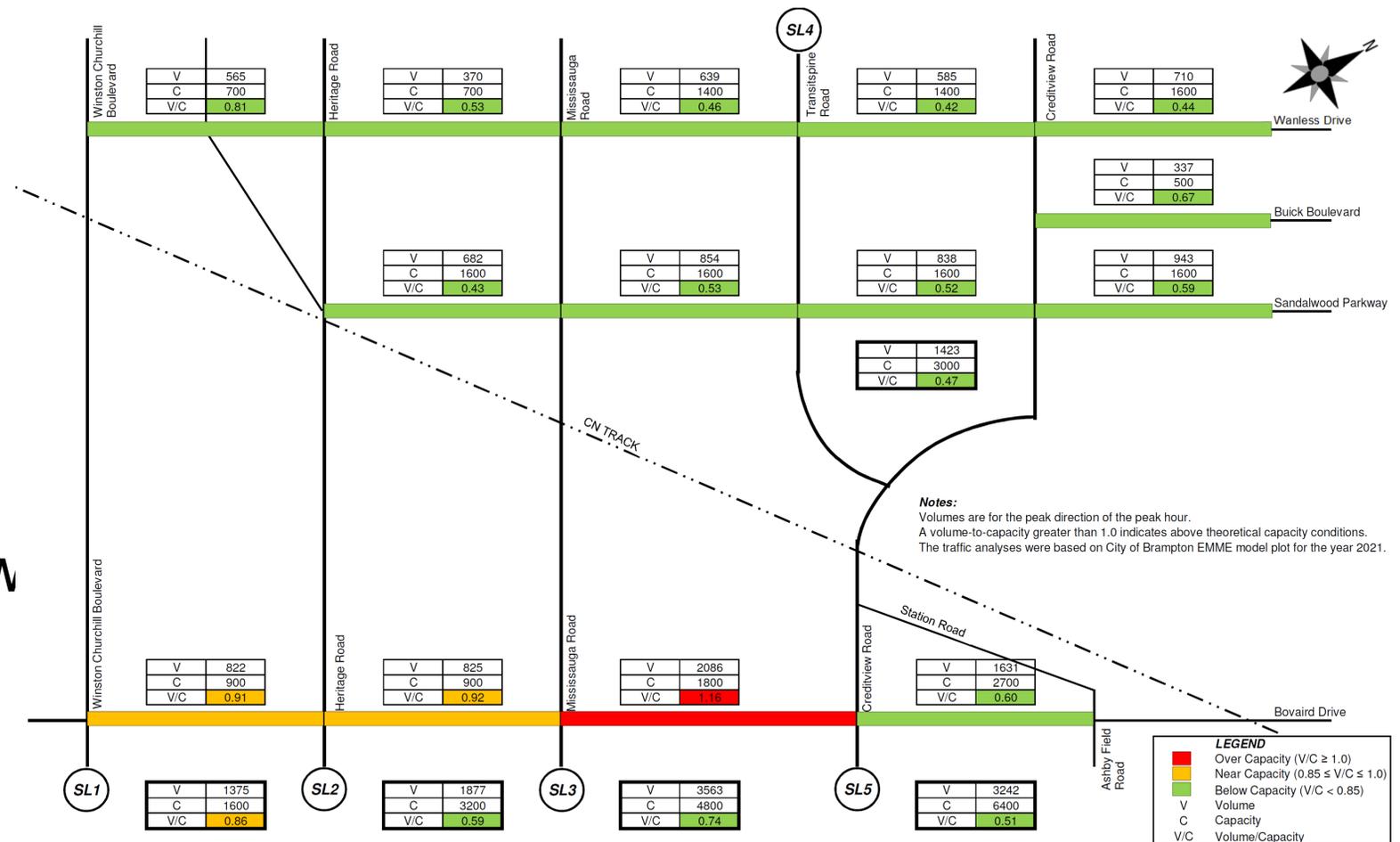
TRAFFIC ANALYSIS

2021 Future Conditions (Do-Nothing)

Traffic analysis was carried out under future background condition assuming all planned future road improvements

Analysis Findings:

- Bovaird Drive between Winston Churchill Boulevard and Mississauga Road will operate near capacity with a V/C of 0.91 to 0.92
- Bovaird Drive between Mississauga Road and Creditview Road will operate over capacity with a V/C of 1.16.



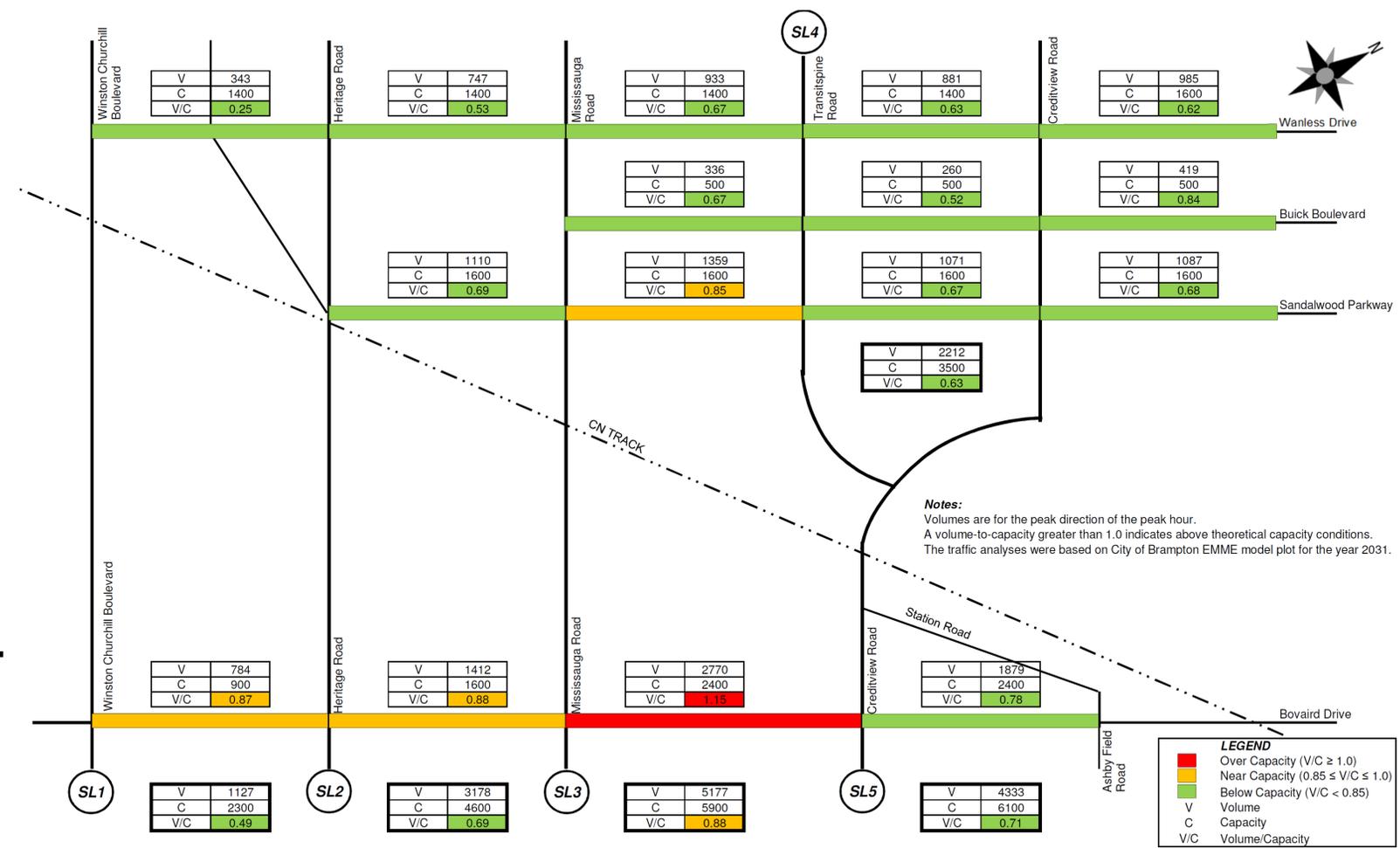
TRAFFIC ANALYSIS

2031 Future Conditions (Do-Nothing)

Traffic analysis was carried out under future background condition assuming all planned future road improvements

Analysis Findings:

- Sandalwood Parkway between Mississauga Road and Transit Spine Road will operate near capacity with a V/C of 0.85
- Bovaird Drive between Winston Churchill Boulevard and Mississauga Road will operate near capacity with a V/C of 0.87-0.88
- Bovaird Drive between Mississauga Road and Creditview Road will operate over capacity with a V/C of 1.15



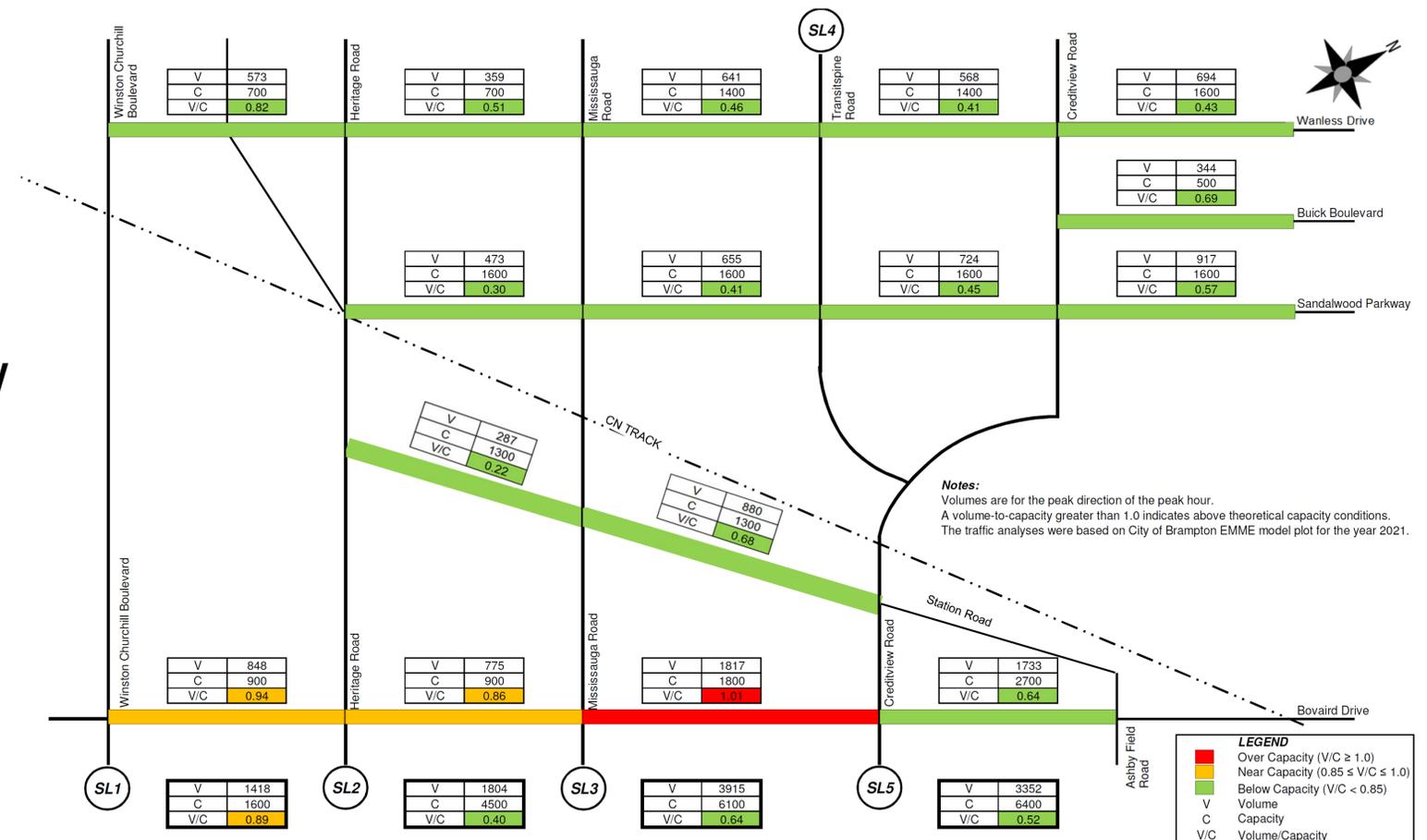
TRAFFIC ANALYSIS

2021 Future Conditions

Traffic analysis was carried out under future background condition assuming all planned future road improvements plus the East-West Connection

Analysis Findings:

- The East-West Connection alleviates approximately 270 vph from Bovaird Drive between Mississauga Road and Creditview Road compared to the 2021 Do-nothing network and the link V/C reduces from 1.15 to 1.01



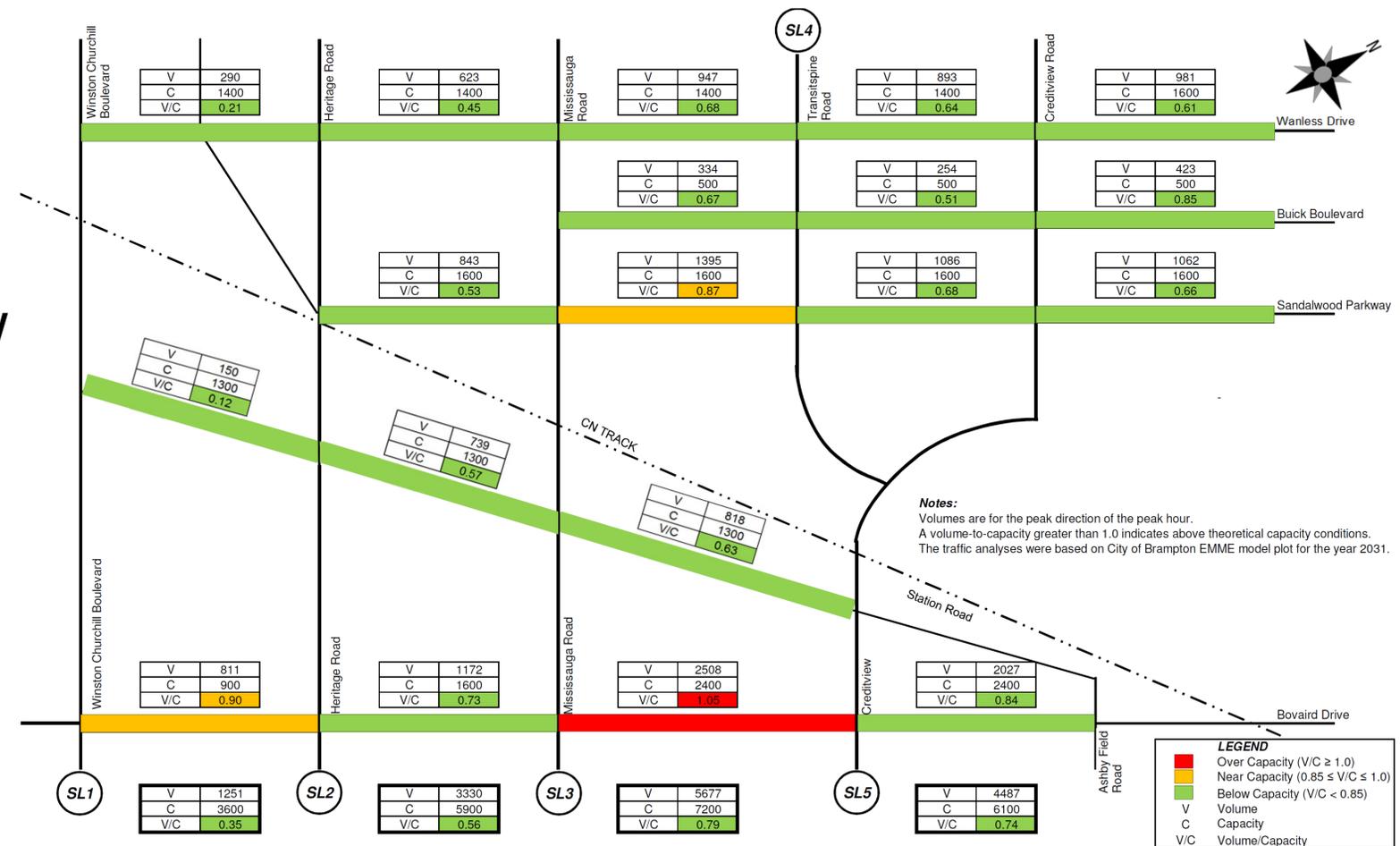
TRAFFIC ANALYSIS

2031 Future Conditions

Traffic analysis was carried out under future background condition assuming all planned future road improvements plus the East-West Connection

Analysis Findings:

- The East-West Connection alleviates approximately 260 vph from Bovaird Drive between Mississauga Road and Creditview Road compared to the 2031 Do-Nothing network and the link V/C ratio reduces from 1.15 to 1.05



EAST-WEST CONNECTION ROAD

MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD

MUNICIPAL CLASS EA

June 16, 2015

TRAFFIC ANALYSIS CONCLUSION

- City of Brampton will continue to grow, reaching population of approximately 840,000 people and employment of more than 290,000 jobs in 2031.
- Existing transportation system of roads, transit, pedestrian linkages and pathways will not adequately accommodate the mobility needs of future population and employment in the expanding community.
- The estimated “2031 Do Nothing” volume-to-capacity ratios indicate that individual roadway segments are projected to be at or near capacity in 2031:
 - Sandalwood Parkway between Mississauga Road and Transit Spine Road
 - Bovaird Drive between Winston Churchill Boulevard and Creditview Road
- The results of the traffic analysis suggested at/over capacity operations along Bovaird Drive.
- An East-West Connection from Mount Pleasant GO Station extending west will be necessary.
- This connection will contribute to a connected, grid network, linking major destinations.

ALTERNATIVE EVALUATION CRITERIA

Transportation/Technical

- Ability to Improve East-West Capacity
- Effects on Access & Circulation
- Effects on Safety / Traffic Operations
- Support for Transit / Non-Auto Modes
- Ability to Improve Drainage System
- Emergency Services Impacts
- Utilities Impacts

Natural Environment

- Effects on Existing Environmentally Sensitive Areas
- Effects on Vegetation
- Effects on Habitat Areas
- Effects on Existing Watercourses, Water Quality / Quantity
- Effects on Air Quality

ALTERNATIVE EVALUATION CRITERIA (Cont.)

Social-Cultural Environment

- Support for Future Designated Growth Areas
- Effects on Adjacent Land-uses/Properties
- Effect on Noise Levels
- Short Term Construction Related Impacts
- Traffic Infiltration Effects
- Potential Impact on Heritage Resources & Archaeological Features

Cost

- Effects on Travel Time
- Effect on Road Operation and Maintenance Costs
- Capital Costs

NEXT STEPS and STUDY CONTACTS

Following this Public Information Centre, the City of Brampton and their consultant, WSP, will:

- review all comments submitted
- develop reasonable planning solutions to address the problem statement
- evaluate alternatives and identify recommended solutions
- present recommended solutions at PIC No. 2

Please talk with a Study Team member and complete / submit a comment sheet by June 30, 2015. You can also provide comments for this PIC via e-mail or phone to:

Consultant for the Class EA:

Mehemed Delibasic, M.Sc., P.Eng.

Consultant Project Manager

WSP Canada Inc.

600 Cochrane Drive, 5th Floor

Markham, Ontario L3R 5K3

Email: Mehemed.Delibasic@wspgroup.com

Phone: (905) 475-8727 ext. 18329

City of Brampton Staff:

Andria Oliveira, M.E.S., PI.

Project Manager - City of Brampton

2 Wellington Street West

Brampton, Ontario L6Y 4R2

Email: Andria.Oliveira@brampton.ca

Phone: (905) 874-2410

EAST-WEST CONNECTION (LAGERFELD DRIVE) MOUNT PLEASANT GO STATION (CREDITVIEW ROAD) TO WEST OF MISSISSAUGA ROAD

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
SCHEDULE "C"
CITY OF BRAMPTON

PUBLIC INFORMATION CENTRE (PIC) #2

TUESDAY NOVEMBER 5, 2019 (6:00 PM TO 8:00 PM)
MOUNT PLEASANT VILLAGE PUBLIC LIBRARY

**Please sign in and provide your comments
in the comments sheet provided**

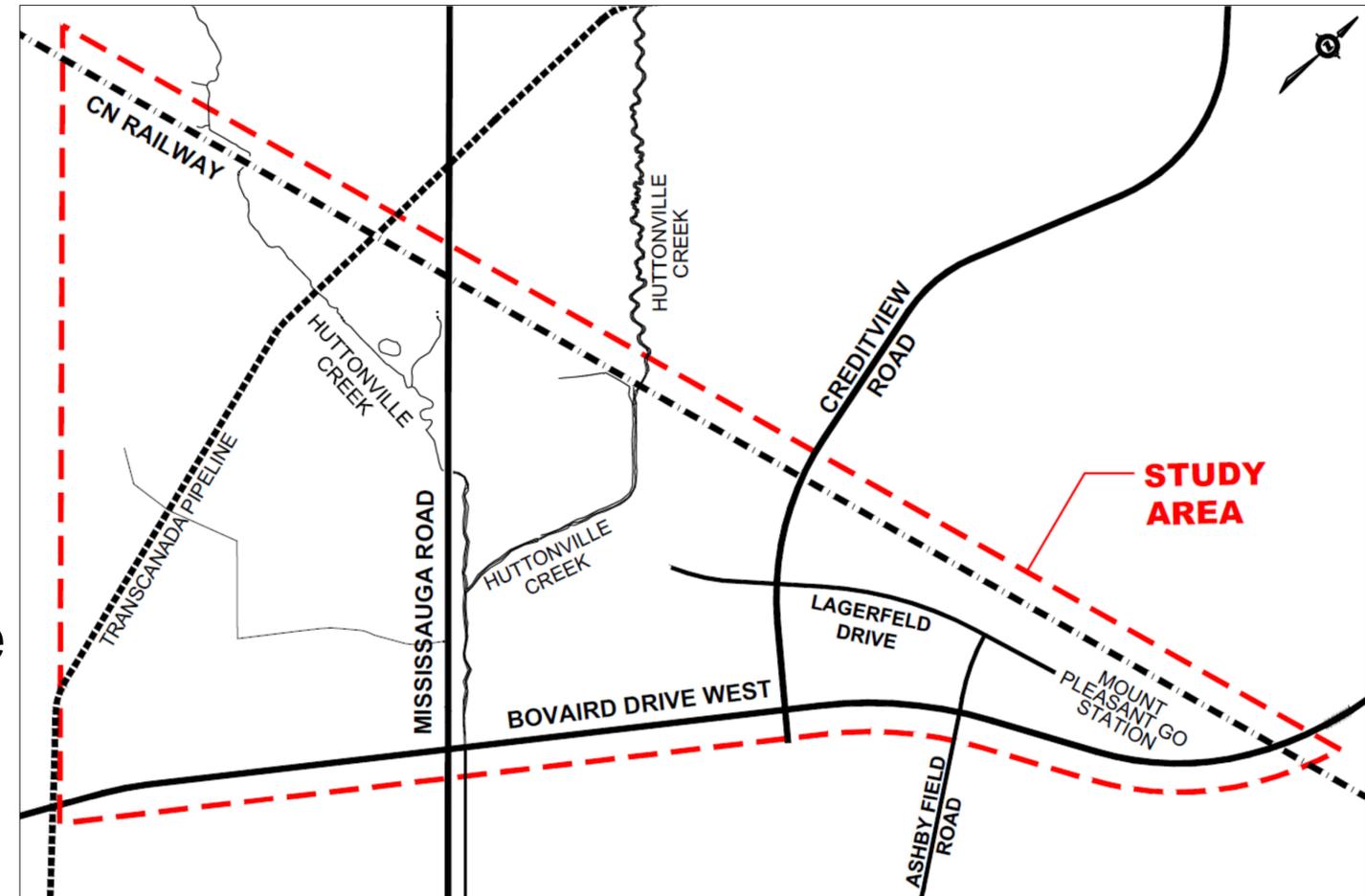
PURPOSE OF PIC #2

The purpose of this Public Information Centre (PIC) is to:

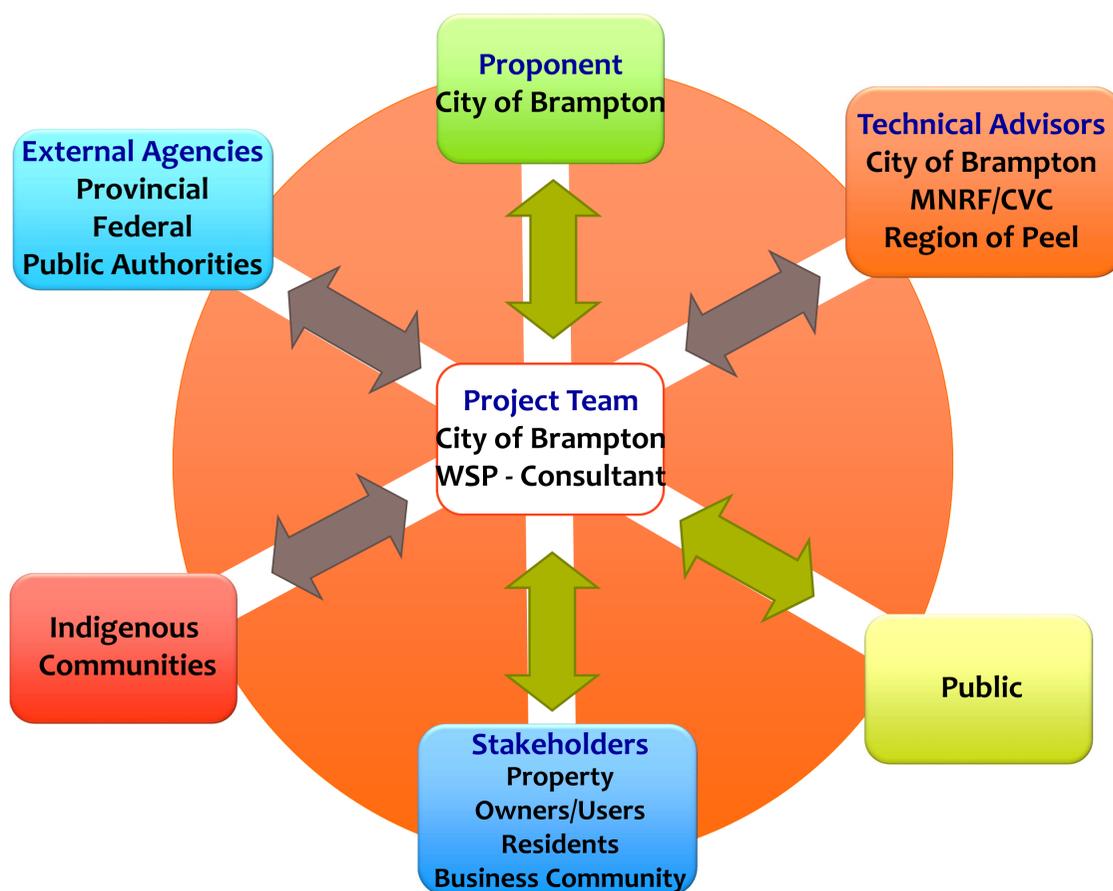
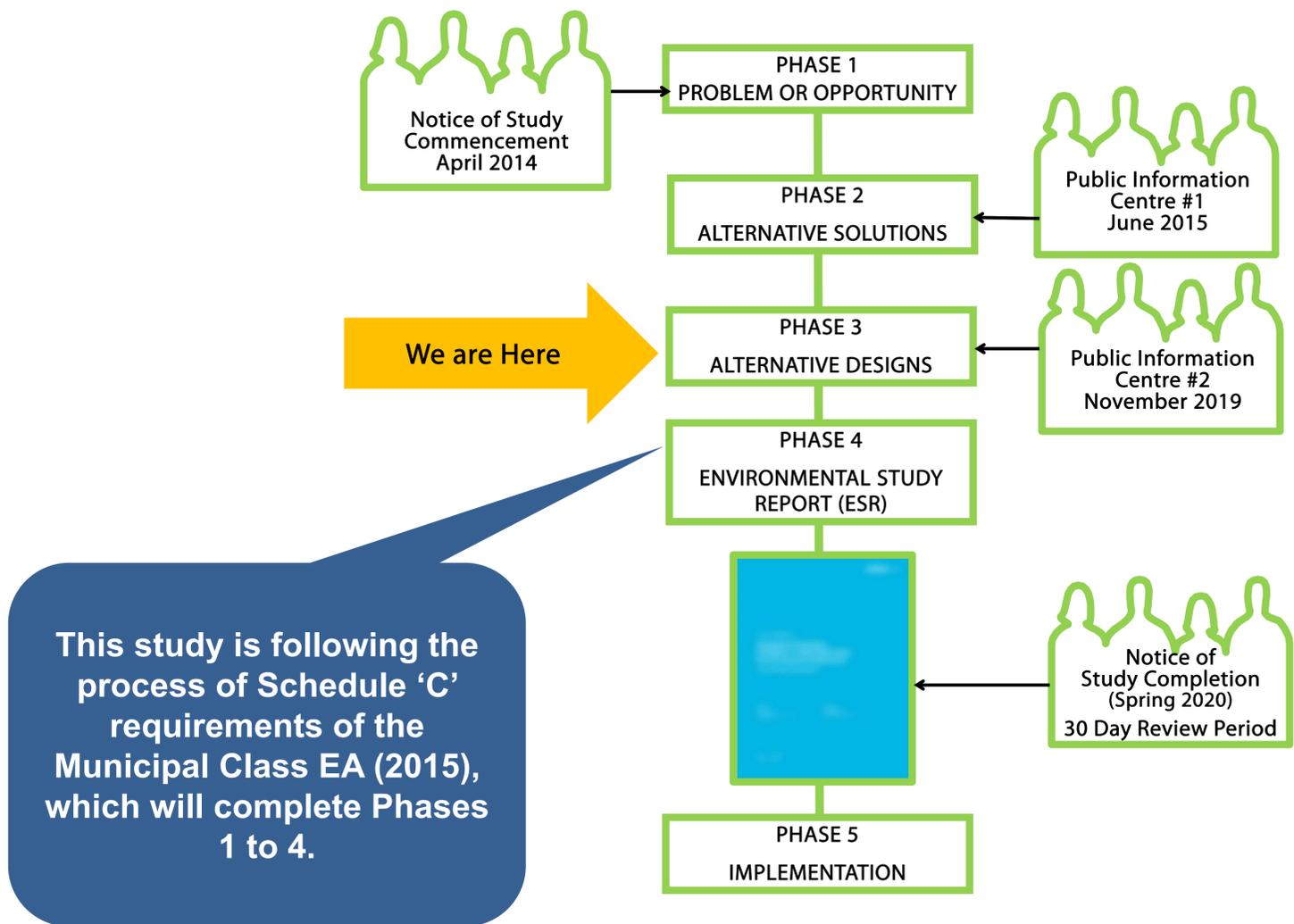
- Present a summary of Alternative Solutions and their evaluation that have been completed following PIC #1
- Present a summary of alternative designs and their evaluation
- Present the preliminary preferred design concept and its impacts and mitigation measures
- Obtain public input on the preliminary preferred design, and explain the next steps

STUDY AREA AND OVERVIEW

- The City of Brampton is conducting a Schedule 'C' Municipal Class Environmental Assessment (EA) to extend Lagerfeld Drive from the Mount Pleasant GO Station (Creditview Road) to approximately 680m west of Mississauga Road.
- The boundaries of the immediate study area are west of Mississauga Road, Creditview Road to the east, Bovaird Drive West to the south and CN Railway to the north.
- As part of a strategic future road network assessment, extension of Lagerfeld Drive is considered to address anticipated traffic demand and provide opportunities to enhance the future community, and facilitate sustainable modes of transportation, to northwest Brampton.
- Approved and planned growth in the study area will contribute to an increase in traffic congestion over the next 10-25 years.

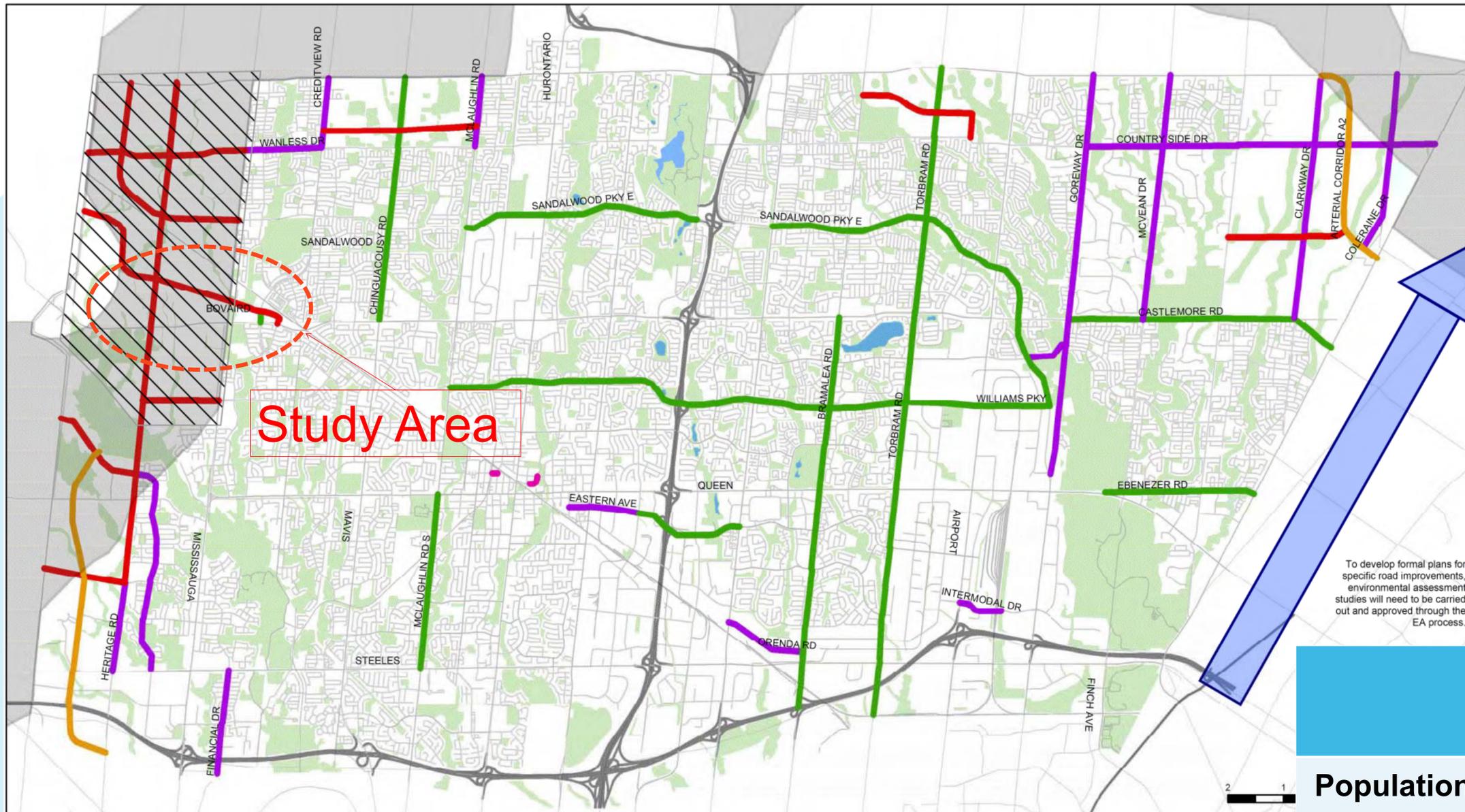


MUNICIPAL CLASS EA STUDY PHASES



EAST-WEST CONNECTION (LAGERFELD DRIVE)
 MOUNT PLEASANT GO STATION (CREDITVIEW ROAD)
 TO WEST OF MISSISSAUGA ROAD
 MUNICIPAL CLASS EA

POLICY CONTEXT - TRANSPORTATION MASTER PLAN UPDATE (2015)



- The existing land use in the study area consists of a mixture of agricultural, residential, commercial, and industrial.
- North West Brampton is rapidly growing community.

	City of Brampton		
	2021	2031	2041
Population	523,900	842,800	899,500
Employment	182,000	291,400	325,200




Legend

- City Road Extension by Two Lanes
- City Road Expanded to Four Lanes
- City Road Expanded to Six Lanes
- New Road Construction Six Lanes
- New Road Construction Four Lanes
- Provincial Highway
- GTA West Corridor Study Area
- Highway 427 and Extension
- Conceptual Road Network for use in the Development Charges Background Study

EAST-WEST CONNECTION (LAGERFELD DRIVE)
MOUNT PLEASANT GO STATION (CREDITVIEW ROAD)
TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA



ALTERNATIVE SOLUTIONS

- An evaluation framework was developed as presented, including technical considerations and environmental components that address the broad definition of the environment as described in the EA Act and those based on comments received from relevant agencies.

ALTERNATIVE SOLUTION 1: Do Nothing	ALTERNATIVE SOLUTION 2: Transportation Demand Management (TDM)	ALTERNATIVE SOLUTION 3: Improve Transportation Operations along other Roads in the Network	ALTERNATIVE SOLUTION 4: Extend road west of Mississauga Road only	ALTERNATIVE SOLUTION 5: Extend Mount Pleasant GO Station access road (Lagerfeld Drive) to west of Mississauga Road + Alternative 2 & 3
No changes made within the Study Area (status quo)	Introduce TDM strategies to reduce demands on Mississauga Road & Bovaird Drive (i.e. shift demand to time periods outside of the congestion periods)	Introduce additional operational improvements such as restricting turning movements, localized widening to accommodate dedicated turn lanes, intersection improvements, continuous left turn lanes, and/or signal timings, etc.	Not connecting Mississauga Road with Mount Pleasant GO Station. East-west connection will start at Mississauga Road, extending to the west.	Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road



EAST-WEST CONNECTION (LAGERFELD DRIVE)
 MOUNT PLEASANT GO STATION (CREDITVIEW ROAD)
 TO WEST OF MISSISSAUGA ROAD
 MUNICIPAL CLASS EA



ALTERNATIVE SOLUTIONS-EVALUATION FRAMEWORK AND CRITERIA

- The Class EA process recognizes that there are many ways of solving a particular problem and requires various alternative solutions to be considered. The five alternative solutions for consideration in this study are described in the following Table:

COMPONENT	DESCRIPTION
Planning Policies	<ul style="list-style-type: none"> Component that evaluates the City's planning policies such as Vision 2040, TMP, Active Transportation and Vision Zero.
Technical Considerations	<ul style="list-style-type: none"> Component that evaluates the technical suitability and other engineering aspects of the road network system.
Natural Environmental	<ul style="list-style-type: none"> Component that evaluates the potential effects on the natural and physical aspects of the environment (e.g., air, land, water and biota) including natural heritage/ environmentally sensitive areas.
Social/Economic Environment	<ul style="list-style-type: none"> Component that evaluates the potential effects on residents, neighbourhoods, businesses, community character, social cohesion and community features, in addition to municipal development objectives.
Cultural Environment	<ul style="list-style-type: none"> Component that evaluates the potential effects on historical/archaeological and built heritage resources.
Cost	<ul style="list-style-type: none"> Relative cost in terms of capital costs, property costs and maintenance costs

EVALUATION OF ALTERNATIVE SOLUTIONS

	ALTERNATIVE SOLUTION 1	ALTERNATIVE SOLUTION 2	ALTERNATIVE SOLUTION 3	ALTERNATIVE SOLUTION 4	ALTERNATIVE SOLUTION 5
Transportation (Traffic operations and accommodation of future travel demand; Traffic safety; Road network compatibility/connectivity; Accommodation of pedestrians/cyclists; Response times/access for emergency vehicles)					
Engineering Considerations - Constructability (Services/utilities; Construction staging; Drainage/stormwater management; Flooding and erosion hazards)					
Cultural (Archaeological resources; Built heritage resources)					
Socio-Economic Environment (Sustainability and City/ Regional Planning; Compatibility with existing and proposed developments; Potential sustainability improvements to the community, including green house gas emission; Noise impacts, Property impacts)					
Natural Environment (Vegetation; Wildlife; Water resources; Fisheries; Potential to impact Species at Risk (SAR) – Provincial Best Management Practices for Redside Dace)					
Cost/Implementation (Construction and Maintenance)					
Overall					

LEGEND					
	Least Preferred			Most Preferred	



EAST-WEST CONNECTION (LAGERFELD DRIVE)
MOUNT PLEASANT GO STATION (CREDITVIEW ROAD)
TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA



SUMMARY OF ALTERNATIVE SOLUTIONS

ALTERNATIVE SOLUTION 1: Do Nothing	ALTERNATIVE SOLUTION 2: Transportation Demand Management (TDM)	ALTERNATIVE SOLUTION 3: Improve Transportation Operations along other Roads in the Network	ALTERNATIVE SOLUTION 4: Extend road west of Mississauga Road only	ALTERNATIVE SOLUTION 5: Extend Mount Pleasant GO Station access road (Lagerfeld Road) to west of Mississauga Road + Alternative 2 & 3
<p>This alternative solution is not recommended for the following reasons:</p> <ul style="list-style-type: none"> Does not address current and future traffic operations issues and multi-modal transportation needs. Results in delays and safety concerns associated with increased traffic along other east-west and north-south roadways in the study area in the longer term. Does not support the land use policies and future development plans for Mobility Hub which in order to create Value around Mount Pleasant GO commuter train station, which acts as a MOBILITY HUB connecting inter-regional GO service (rail and bus-connecting Toronto with Georgetown, Guelph and Kitchener) with Brampton local transit <p>This alternative solution does not address problems and opportunities for the project and therefore is not recommended.</p>	<p>This alternative solution is not recommended as a stand alone solution for the following reasons:</p> <ul style="list-style-type: none"> Not consistent with planning policies. Does not fully address future traffic demand. Does not provide connectivity to mobility hub. Does not provide access to future development. <p>This alternative solution does not fully address problems and opportunities for the project and therefore is not recommended as a stand alone solution. Recommended for implementation along with Alternative 5.</p>	<p>This alternative solution is not recommended as a stand alone solution for the following reasons:</p> <ul style="list-style-type: none"> Provides minimal additional transportation capacity but the projected capacity problem would still exist with local improvements only. Not consistent with planning policies Does not fully address future traffic demand. Does not provide connectivity to mobility hub. Does not provide access to future development. <p>This alternative solution does not fully address problems and opportunities for the project and therefore is not recommended as a stand alone solution. Recommended for implementation along with Alternative 5.</p>	<p>This alternative solution is not recommended for the following reasons:</p> <ul style="list-style-type: none"> Provides connectivity/access only to the west side of Mississauga Road. Does not provide connectivity to the mobility hub. Does not fully address future traffic growth. Does not provide access to development on the east side of Mississauga Road. <p>Although Alternative # 4 may provide some relief to the east-west traffic future connections but it does not fully support the land use policies and future development plans. It does not fully address the problem statement.</p> <p>Although this alternative solution is not recommended but it is carried forward to design alternative evaluation for further analysis.</p>	<p>This alternative solution is recommended for the following reasons:</p> <ul style="list-style-type: none"> Improves current and future traffic conditions. Provides additional transportation capacity and access; Improved traffic operation safety; strategic multi-modal connections linking future planned destinations including mobility hub. Facilitate direct travel for all modes of travel including transit, walking and cycling, and reduce the reliance on vehicles and the associated congestion/pressure placed on Bovaird Drive and Mississauga Road and their intersection. Best responds to the social- cultural criteria as it supports the land use policies and future development plan of the Mount Pleasant and Heritage Heights Community, and supports potential commuters from communities north and/or west of Brampton. <p>This alternative solution best addresses problems and opportunities for the project and therefore is recommended.</p>

Five alternative solutions studied and assessed – two alternative solutions carried forward:

- ALTERNATIVE SOLUTION 4: Extend road west of Mississauga Road only
- ALTERNATIVE SOLUTION 5 (**PREFERRED**): Extend Mount Pleasant GO Station access road to west of Mississauga Road + Alternative 2 & 3

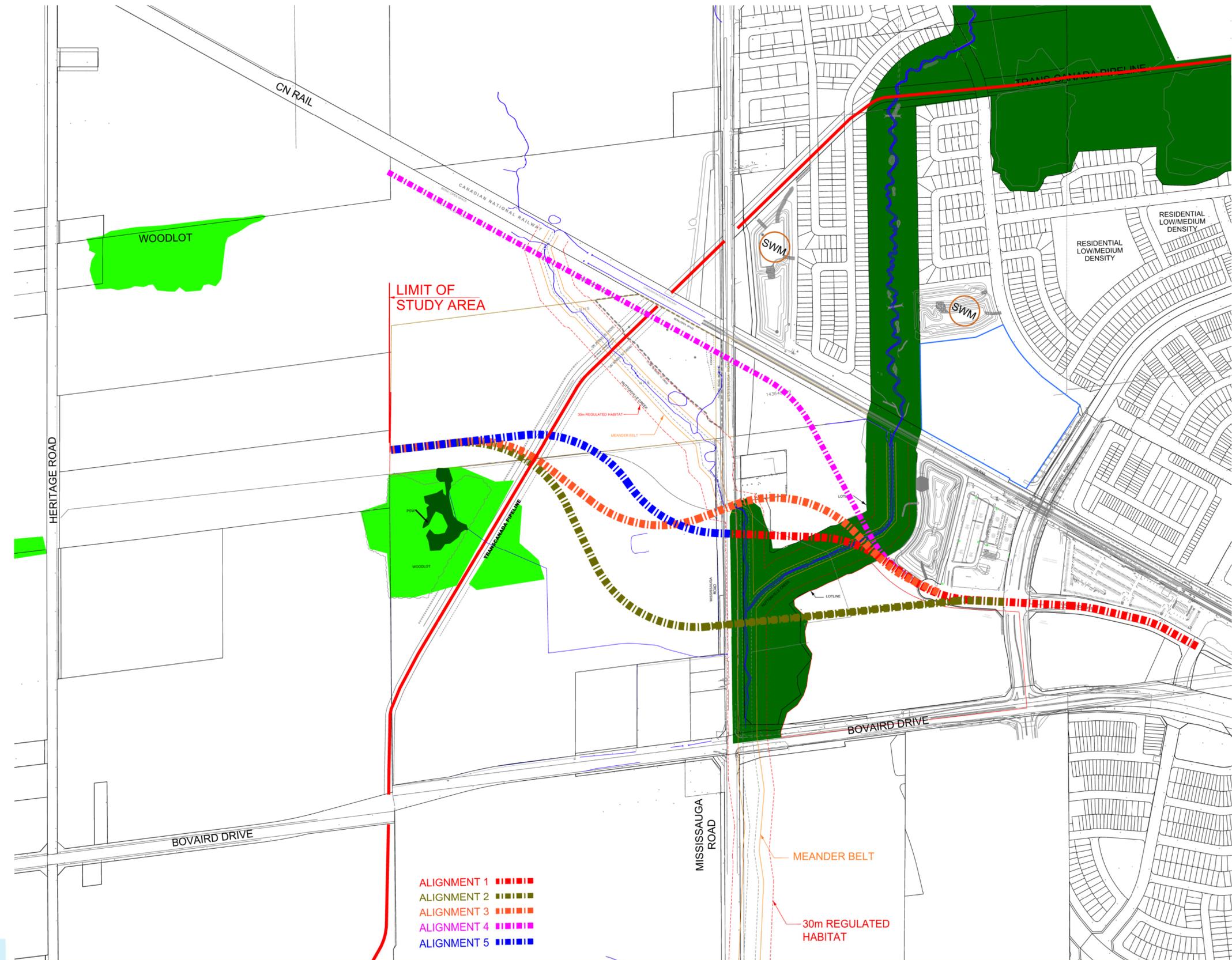


EAST-WEST CONNECTION (LAGERFELD DRIVE)
MOUNT PLEASANT GO STATION (CREDITVIEW ROAD)
TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA



ALTERNATIVE DESIGN CONCEPTS

FIVE initial design concepts were developed for the preferred solution at a preliminary level of detail to assess the potential associated with each alternative.



EAST-WEST CONNECTION (LAGERFELD DRIVE)
MOUNT PLEASANT GO STATION (CREDITVIEW ROAD)
TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA



ALTERNATIVE DESIGN CONCEPTS

➤ A series of alternative design were developed for the preferred solution at a preliminary level of detail to properly assess the potential impacts and benefits associated with each alternative.

DESIGN ALT. 1A	DESIGN ALT. 1B	DESIGN ALT. 2	DESIGN ALT. 3A	DESIGN ALT. 3B	DESIGN ALT. 4A	DESIGN ALT. 4B	DESIGN ALT. 5
<ul style="list-style-type: none"> Continuation of the existing Lagerfeld Drive to lands west of Mississauga Road. Alignment past Mississauga Road at 419m north of Bovaird Drive centreline. Longer span bridge. (Crossing abutments <u>beyond</u> 30m regulated habitat zone) 	<ul style="list-style-type: none"> Continuation of the existing Lagerfeld Drive to lands west of Mississauga Road. Alignment past Mississauga Road at 419m north of Bovaird Drive centreline. Shorter span bridge. (Crossing abutments <u>within</u> 30m regulated habitat zone) 	<ul style="list-style-type: none"> Continuation of the existing Lagerfeld Drive to lands west of Mississauga Road. Alignment past Mississauga Road at approximately 240m north of Bovaird Drive centreline. 	<ul style="list-style-type: none"> Continuation of the existing Lagerfeld Drive to lands west of Mississauga Road. Alignment past Mississauga Road at the proposed Huttonville Creek bridge location, at an 70° angle, approximately 473m north of Bovaird Drive centreline. Longer span bridge. (Crossing abutments <u>beyond</u> 30m regulated habitat zone) 	<ul style="list-style-type: none"> Continuation of the existing Lagerfeld Drive to lands west of Mississauga Road. Alignment past Mississauga Road at the proposed Huttonville Creek bridge location, at an 70° angle, approximately 473m north of Bovaird Drive centreline. Shorter span bridge. (Crossing abutments <u>within</u> 30m regulated habitat zone) 	<ul style="list-style-type: none"> Continuation of the existing Lagerfeld Drive to lands west of Mississauga Road. Alignment does not intersect with Mississauga Road but utilize proposed slip road north of Huttonville Creek crossing, just south of CN Rail. Longer span bridge. (Crossing abutments <u>beyond</u> 30m regulated habitat zone) 	<ul style="list-style-type: none"> Continuation of the existing Lagerfeld Drive to lands west of Mississauga Road. Alignment does not intersect with Mississauga Road but utilize proposed slip road north of Huttonville Creek crossing, just south of CN Rail. Shorter span bridge. (Crossing abutments <u>within</u> 30m regulated habitat zone) 	<ul style="list-style-type: none"> Not connecting Mississauga Road with Mount Pleasant GO Station. East-west connection will start at Mississauga Road, extending to the west, at 419m offset from Bovaird Drive centreline.



EAST-WEST CONNECTION (LAGERFELD DRIVE)
 MOUNT PLEASANT GO STATION (CREDITVIEW ROAD)
 TO WEST OF MISSISSAUGA ROAD
 MUNICIPAL CLASS EA



EVALUATION CRITERIA FOR ALTERNATIVE DESIGNS

The following assessment factors were used to evaluate alternative designs:

Technical

- Ability to Improve East-West Capacity
- Safety / Traffic Operations
- Support for Transit Connectivity to Mobility Hub
- Ability to address Flood Risks
- Ability to Improve Drainage System
- Emergency Services
- Utilities

Social-economic /Cultural Environment

- Support for Future Designated Growth Areas
- Adjacent Land-uses/Properties
- Noise Levels
- Access & Circulation
- Traffic Infiltration Effects
- Heritage Resources & Archaeological Features
- Short Term Construction Related Impacts

Natural Environment

- Existing Environmentally Sensitive Areas
- Vegetation
- Habitat Areas (Terrestrial)
- Species at Risk
- Existing Watercourses
- Water Quality / Quantity
- Effects on Air Quality

Cost

- Capital Costs
- Road Operation and Maintenance Costs

EVALUATION OF ALTERNATIVE SOLUTIONS

	DESIGN ALT. 1A	DESIGN ALT. 1B	DESIGN ALT. 2	DESIGN ALT. 3A	DESIGN ALT. 3B	DESIGN ALT. 4A	DESIGN ALT. 4B	DESIGN ALT. 5
Transportation (Traffic operations and accommodation of future travel demand; Traffic safety; Road network compatibility/connectivity; Accommodation of pedestrians/cyclists; Response times/access for emergency vehicles)	●	●	◐	●	●	○	○	◐
Engineering Considerations - Constructability (Services/utilities; Construction staging; Drainage/stormwater management; Flooding and erosion hazards)	◐	◑	◐	◐	◑	◐	◑	●
Cultural (Archaeological resources; Built heritage resources)	◐	◐	◐	◐	◐	◐	◐	◑
Socio-Economic Environment (Sustainability and City/ Regional Planning; Compatibility with existing and proposed developments; Potential sustainability improvements to the community, including green house gas emission; Noise impacts, Property impacts)	●	●	◐	●	●	○	○	◐
Natural Environment (Vegetation; Wildlife; Water resources; Fisheries; Potential to impact Species at Risk (SAR) – Provincial Best Management Practices for Redside Dace)	◐	◑	◐	◑	◑	◑	◑	◑
Cost/Implementation	◑	◑	◐	◑	◑	◑	◑	●
Overall	◑	●	◐	◑	◑	○	○	◐

LEGEND	○	◐	◑	●
	Least Preferred			Most Preferred

EAST-WEST CONNECTION (LAGERFELD DRIVE)
MOUNT PLEASANT GO STATION (CREDITVIEW ROAD)
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MUNICIPAL CLASS EA

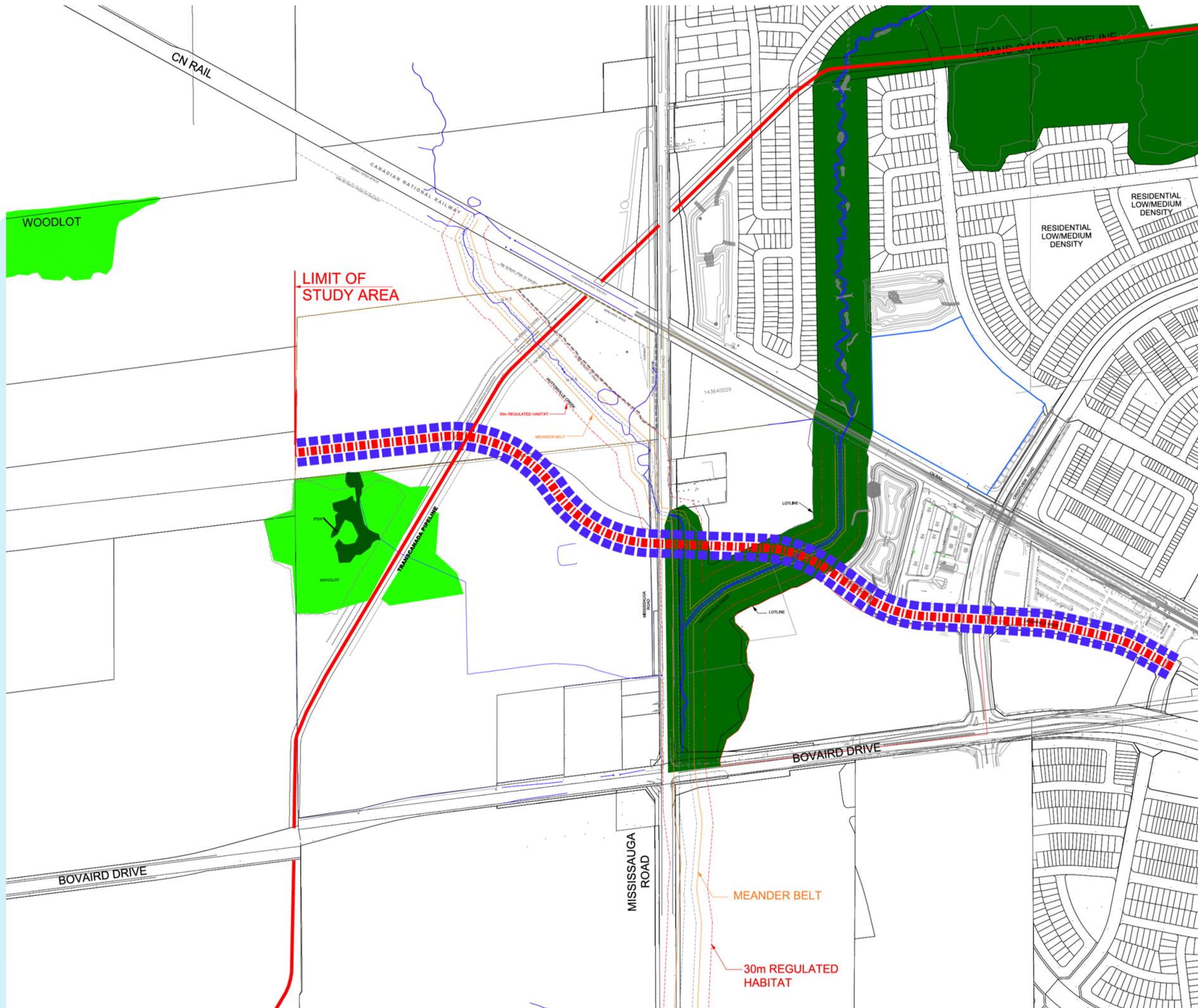


EVALUATION OF PREFERRED PRELIMINARY ALTERNATIVE DESIGN CONCEPT

DESIGN ALT. 1A	DESIGN ALT. 1B	DESIGN ALT. 2	DESIGN ALT. 3A	DESIGN ALT. 3B	DESIGN ALT. 4A	DESIGN ALT. 4B	DESIGN ALT. 5
<p>This design alternative is similar to 1B, the difference being the bridge structural differences. It is not recommended for the following reasons:</p> <ul style="list-style-type: none"> • While this option addresses the problem statement has less natural heritage impacts than 1b the structural capital costs are significantly higher 	<p>Recommended to carry forward</p> <p>This design alternative is recommended for the following reasons:</p> <ul style="list-style-type: none"> • Meets minimum intersection offset from Bovaird Drive intersection as specified in City's standards (300m) for the crossing at Mississauga Road. • Provides access to the GO Station from the west which improve traffic operations in the area. • This option is expected to involve much lower structural capital costs than Design Alternative 1A. • This option best addresses the problem statement. 	<p>This design alternative is not recommended for the following reasons:</p> <ul style="list-style-type: none"> • Does not meet the minimum intersection offset from Bovaird Drive intersection as specified in City's standards (300m) for crossing at Mississauga Road • Will have queuing issue for southbound left turning vehicles along Mississauga Road at Bovaird Drive with reduced intersections distance between Bovaird Drive and the east-west connection. • Not consistent with the planned function of the corridor identified in the City's TMP, Heritage Heights TMP, and the identified east-west connection needs. • Will not fully addresses anticipated capacity deficiencies. 	<p>This design alternative is not recommended for the following reasons:</p> <ul style="list-style-type: none"> • Technically challenging to remove existing culvert at Mississauga Road Huttonville Creek crossing and realign creek without interrupting existing traffic operations. • Major changes to the Huttonville Creek crossing bridge at Mississauga Road, which is already in detailed design by the Region of Peel. 	<p>This design alternative is not recommended for the following reasons:</p> <ul style="list-style-type: none"> • Technically challenging to remove existing culvert at Mississauga Road Huttonville Creek crossing and realign creek without interrupting existing traffic operations. • Major changes to the Huttonville Creek crossing bridge at Mississauga Road, which is already in detailed design by the Region of Peel. • With proposed crossing structures, major increase in flood elevations in the Huttonville Creek expected. 	<p>This design alternative is not recommended for the following reasons:</p> <ul style="list-style-type: none"> • This design alternative will not address the Problem/Opportunity statement and provide a wider benefit to the future developments and community by providing a reasonable spaced direct link to the transportation hub. • May be problematic given its proximity to the rail corridor and conflict with the proposed new layover facility at Heritage Road on the south side of the corridor. • Does not support the City's endorsed Community Design Principles that include Transit Oriented Development in an Urban Core around Mount Pleasant GO Station. 	<p>This design alternative is not recommended for the following reasons:</p> <ul style="list-style-type: none"> • This design alternative will not address the Problem/Opportunity statement and provide a wider benefit to the future developments and community by providing a reasonable spaced direct link to the transportation hub. • May be problematic given its proximity to the rail corridor and conflict with the proposed new layover facility at Heritage Road on the south side of the corridor. • With proposed crossing structures, major increase in flood elevations expected. • Abutments of the crossing structures are on the floodplain. 	<p>This design alternative is not recommended for the following reasons:</p> <ul style="list-style-type: none"> • This design alternative will not address the Problem/Opportunity statement and provide a wider benefit to the future developments and community by providing a direct link to the transportation hub. • Although design alternative 5 may provide some relief to the east-west traffic future connections but it does not fully support the land use policies and future development plans.



ALTERNATIVE DESIGN CONCEPTS - ALIGNMENT 1



Comments:

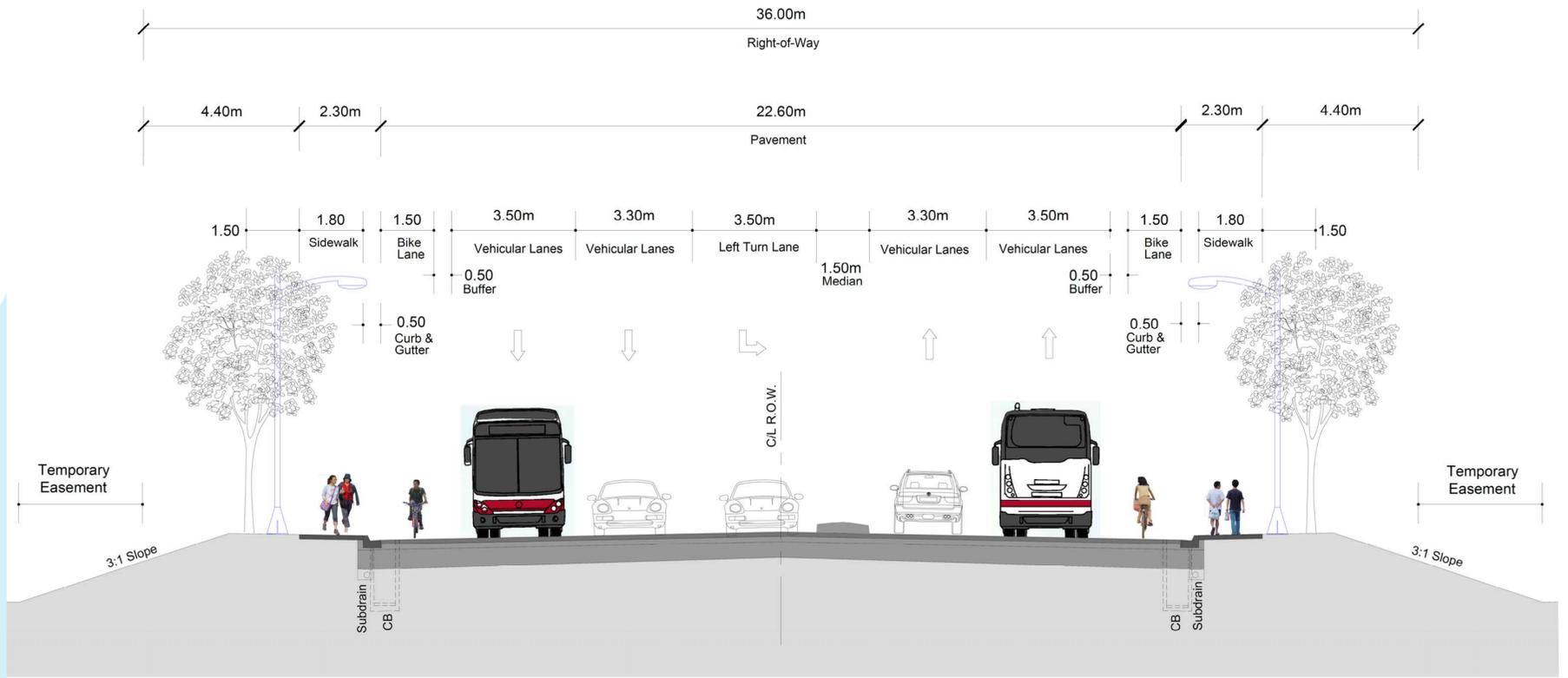
- Address all geometric requirements
- 2 new creek crossings
- Meet minimum distance between signalized intersections
- No impact on woodlots
- Meet sightline requirements
- No impact on structure proposed in Mississauga Road EA



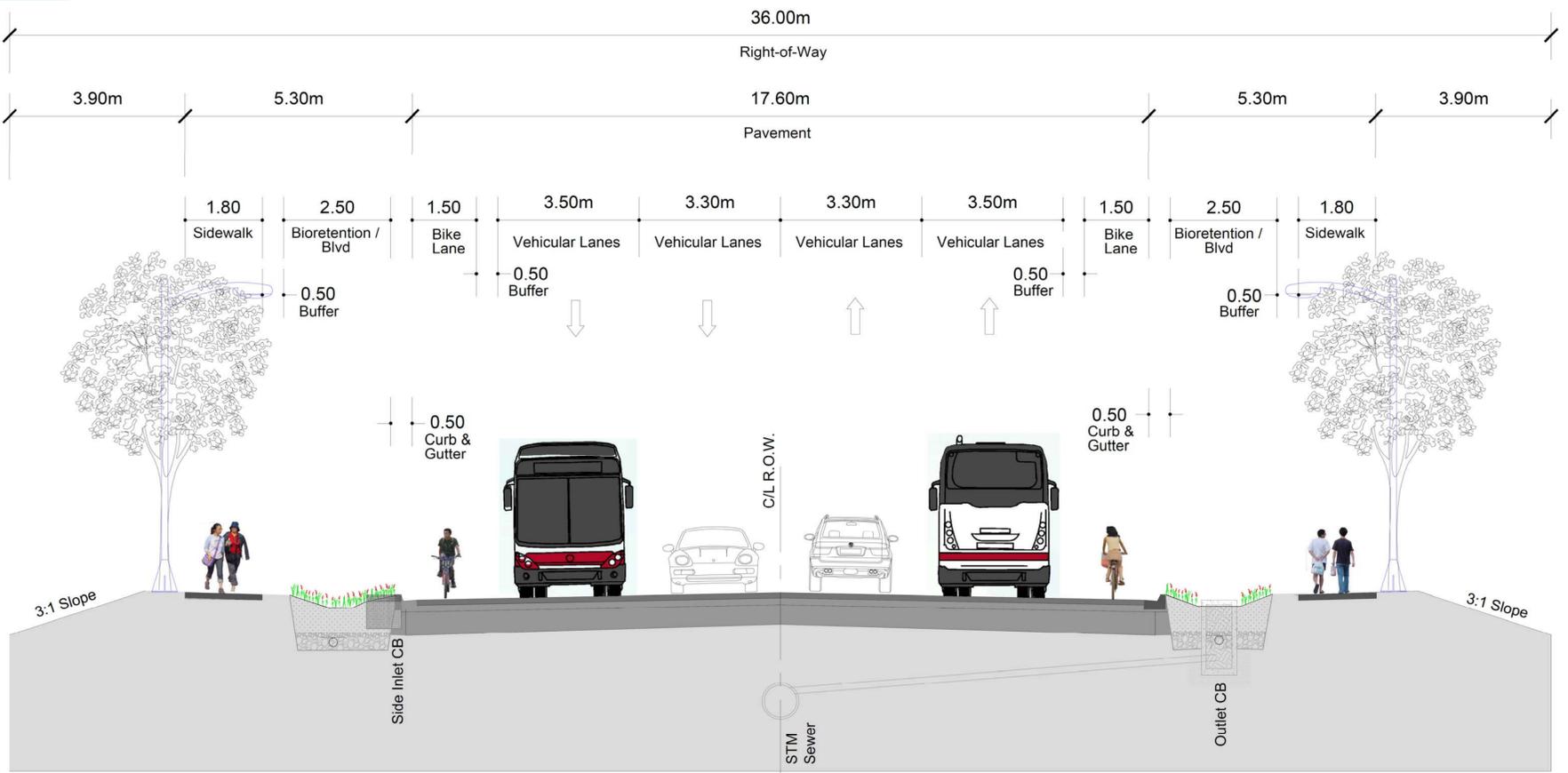
EAST-WEST CONNECTION (LAGERFELD DRIVE)
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PROPOSED TYPICAL CROSS SECTION



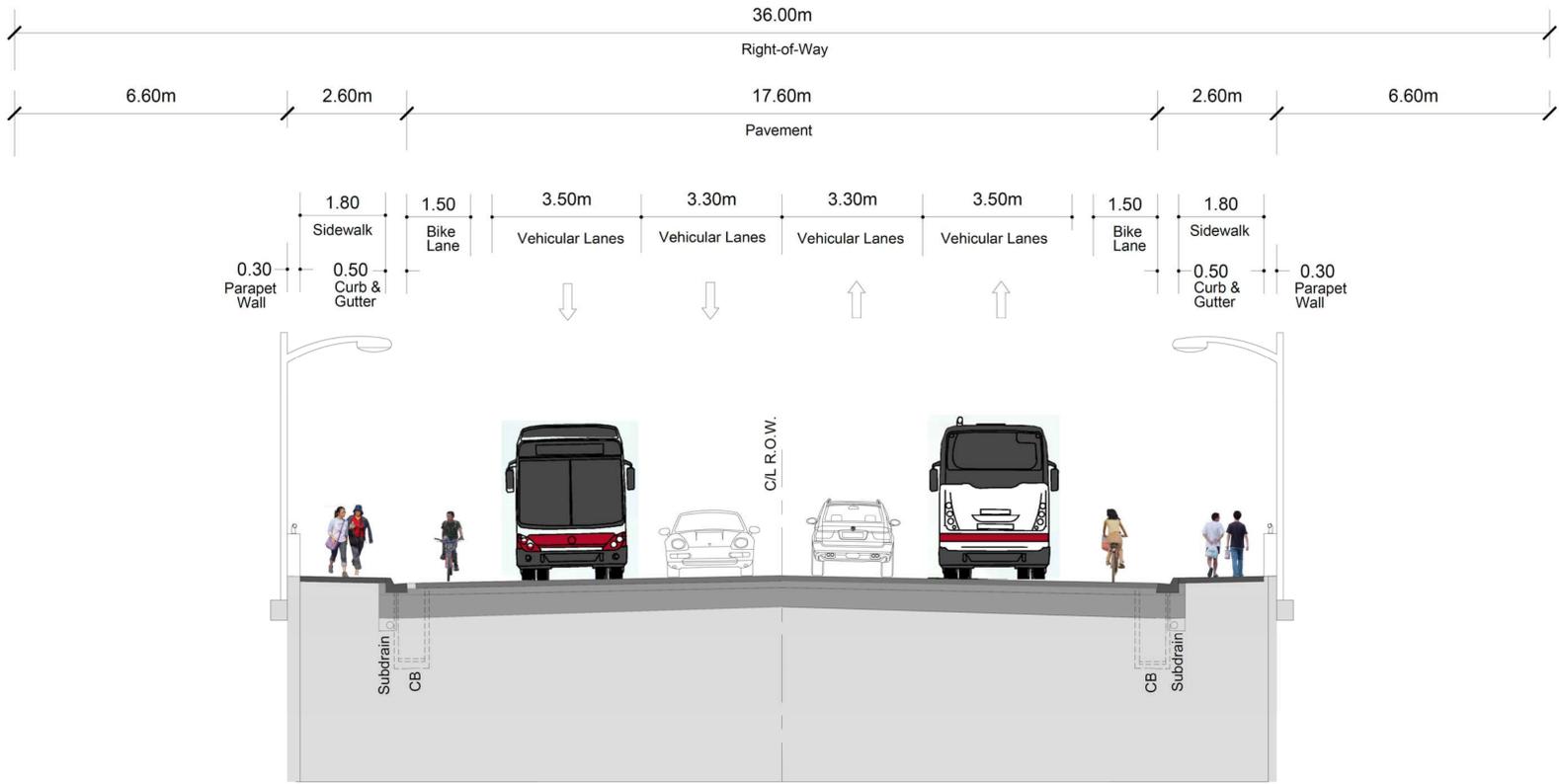
INTERSECTION



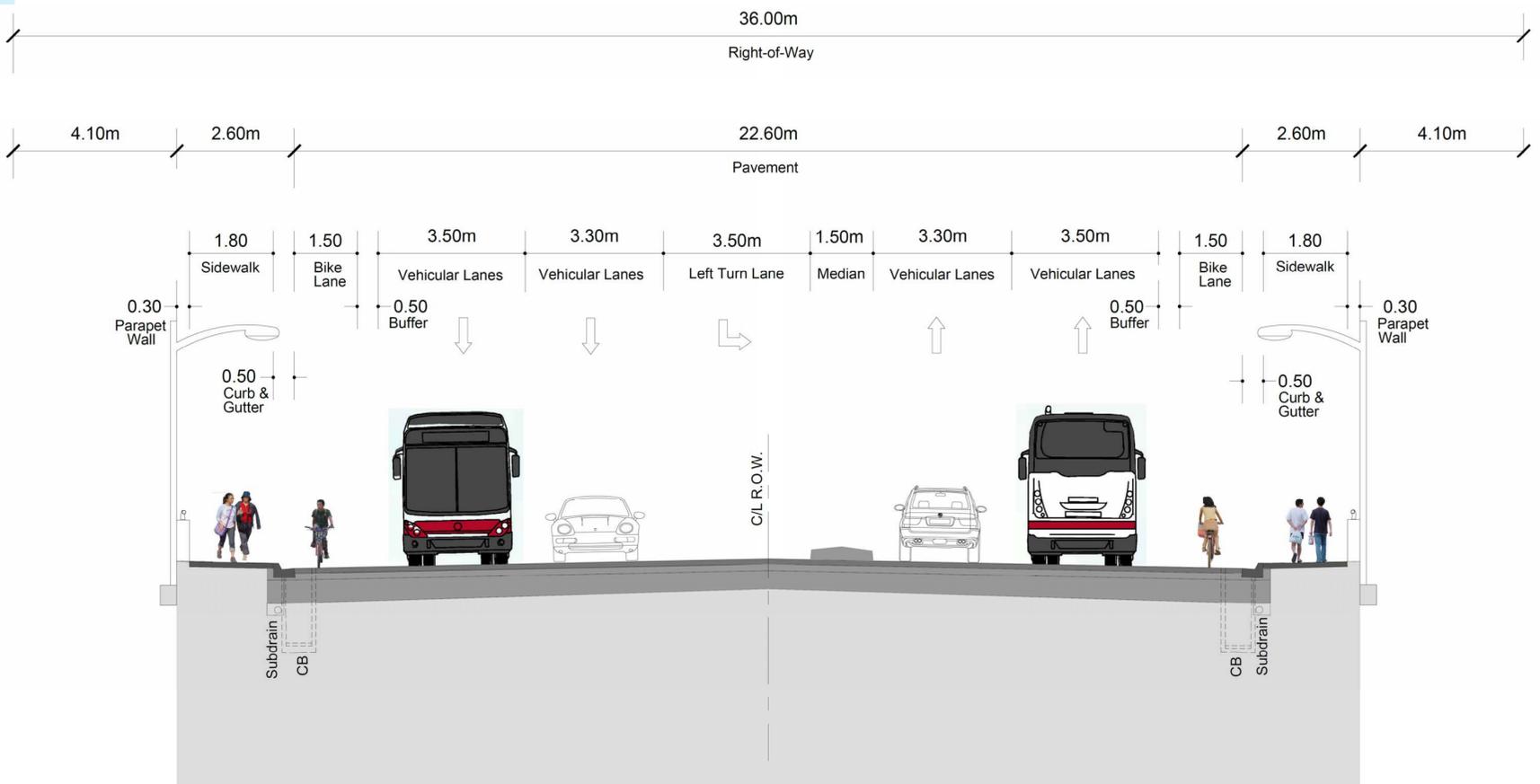
MID BLOCK WITH BIO SWALES

EAST-WEST CONNECTION (LAGERFELD DRIVE)
 MOUNT PLEASANT GO STATION (CREDITVIEW ROAD)
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 MUNICIPAL CLASS EA

PROPOSED TYPICAL CROSS SECTION



EAST CROSSING BRIDGE



MISSISSAUGA ROAD CROSSING BRIDGE

EAST-WEST CONNECTION (LAGERFELD DRIVE)
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 MUNICIPAL CLASS EA

PRELIMINARY PREFERRED ALTERNATIVE DESIGN

DESIGN ALTERNATIVE 1B

**Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. Alignment past through Mississauga Road at 419m north of Bovaird Drive centreline.
(Crossing abutments within 30m regulated habitat buffer zone)**

This design alternative is recommended to carry forward for the following reasons:

- Meets minimum intersection offset from Bovaird Drive intersection as specified in City's/Region of Peel's standards for the crossing at Mississauga Road.
- Will not have queuing issue (southbound queues along Mississauga Road) as there is sufficient storage distance between Bovaird Drive and the new connection for left turning vehicles onto Bovaird Drive.
- Passes Mississauga Road at approximately the midpoint between Bovaird Drive and CN Rail, evenly splitting the areas, as required for Collector Roads.
- Provides access to future developments.
- Provides east-west connection including access to Mount Pleasant GO Station.
- Connects major destinations with multi-modal access (transit, active transportation and auto). enhancing the connectedness, and provide opportunity for successful development of Mount Pleasant Village.
- This option is expected to involve much lower structural capital costs than Design Alternative 1A.
- This option best addresses the problem statement.



EAST-WEST CONNECTION (LAGERFELD DRIVE)
MOUNT PLEASANT GO STATION (CREDITVIEW ROAD)
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MUNICIPAL CLASS EA



NEXT STEPS AND STUDY CONTACTS

Following this Public Information Centre, the project team, will:

- Receive public comments within two weeks of PIC.
- Address comments received from the public and agencies.
- Finalize the preliminary preferred design.
- Document the study findings, decision making process and incorporate them along with the preliminary preferred design into an Environmental Study Report (ESR)
- Complete and file the ESR for 30 day public and agency review period.
- Issue a notice of completion.

Please submit your comments to one of the following project team members by **Nov. 22, 2019**.

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EAST-WEST CONNECTION (LAGERFELD DRIVE)
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