

Welcome!

City of Brantford

Paris Road and Golf Road Municipal Class EA Trunk Watermain EA

Welcome to the Public Information Centre No. 1/Community Café. This is the first public consultation event for the City of Brantford Paris Road and Golf Road and Trunk Watermain Municipal Class Environmental Assessment (EA) Study.

There is an opportunity at any time during the Class EA process for interested persons to provide comments. Early identification of individual and group concerns greatly aids in addressing these concerns.

Should you have any questions regarding the materials or any other aspect of the study, or if you would like to review any of the background reports, contact us by email (ParisGolfRoadEA@brantford.ca) or contact one of the following by **December 13, 2024**:

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Trunk Watermain EA Lead
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BT Engineering Inc.
Consultant Project Manager
Phone: 519-672-2222

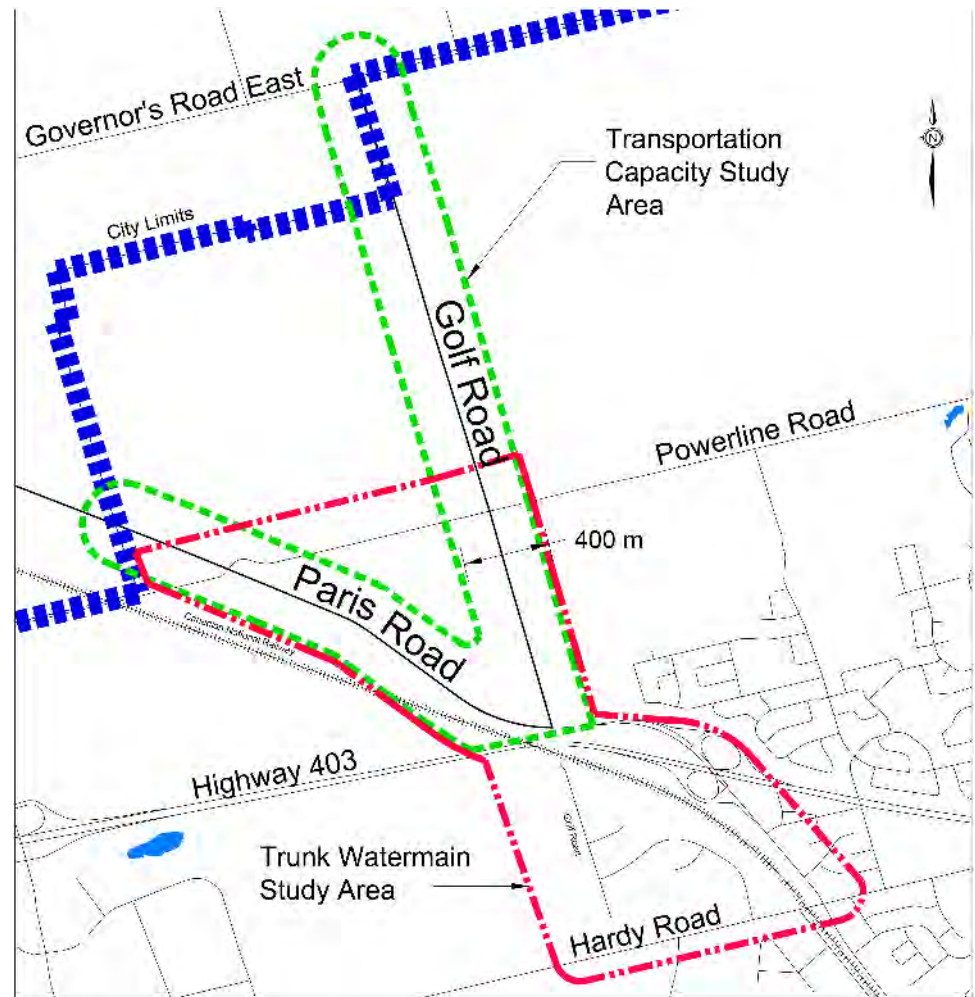


Introduction

The City of Brantford has retained BT Engineering Inc. (BTE) and Robinson Consultants Inc. to undertake two EA studies: the Paris Road and Golf Road Improvements EA (Transportation EA); and Paris Road Trunk Watermain EA (Watermain EA).

The study will complete the preliminary design for road and watermain improvements to enhance road safety and mobility, improve intersections and enhance and improve the water distribution network.

This study is classified as a Schedule C for the Transportation EA and Schedule B for the Watermain EA under the Municipal Class Environmental Assessment (2024) process.



Purpose of Public Information Centre (PIC)

The purpose of the PIC is to engage interested parties on their perspectives in the Study. The Study will proactively involve the public, stakeholders and Indigenous Peoples.

This PIC is presenting:

- A study introduction and Problem and Opportunity Statement for the Study.
- An overview of the Municipal Class Environmental Assessment Process.
- A summary of work completed to date.
- A description of the existing conditions in the area.
- Alternative Planning Solutions and Preliminary Design Alternatives.
- Next Steps.

A second PIC will present the evaluation of Preliminary Design Alternatives, Technically Preferred Alternative(s) and mitigation measures.

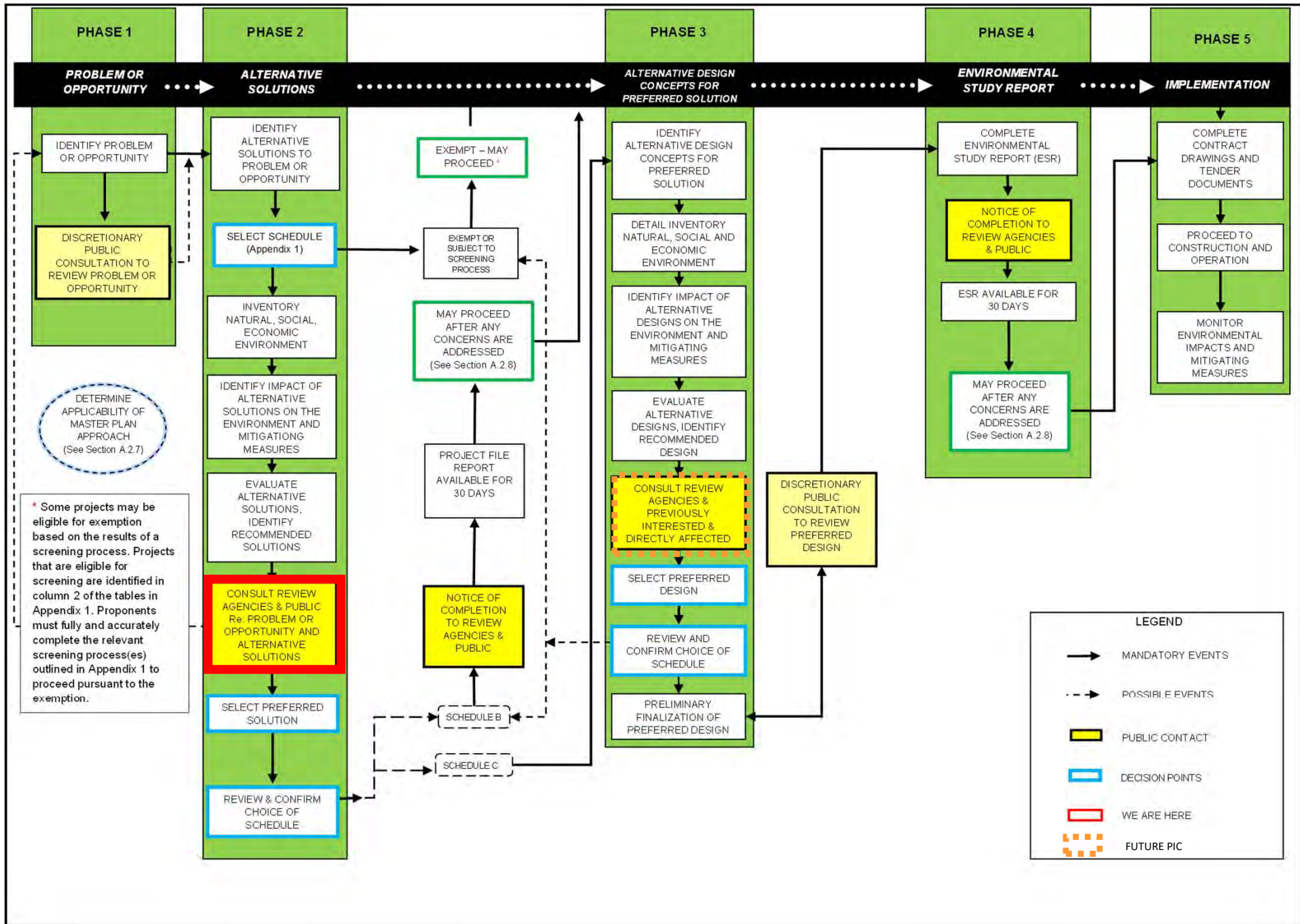
Municipal Class Environmental Assessment (Class EA) Process

The Municipal Class Environmental Assessment (MCEA) process follows 5 phases, as shown in more detail in the next exhibit. We are currently in Phase 2. The final document will be the Environmental Study Report.

One more PIC event will be held during Phase 3 of this study. If after viewing the PIC exhibits and making your concerns known to the project team, you still have concerns at the time the Notice of Study Completion is published in the media and on the City website, you will have the right to request the Minister of Environment, Conservation and Parks to undertake a higher level of assessment on the project based on two criteria:

- The need for a Part II Order, now referred to as a Section 16 Order, regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights.
- The need for additional assessment and evaluation of all other non-Aboriginal issues and concerns.

These rights and guidance on how to contact the Minister of Environment, Conservation and Parks will be described in the Notice of Study Completion at the end of the Study.



Need and Justification

The City of Brantford's Official Plan, Transportation Master Plan, Master Servicing Plan and Active Transportation Master Plan are guiding the vision for the Study Area.

Road network improvements are required within the northwestern sector of the City of Brantford to accommodate planned/proposed development north of Highway 403 within the City and development adjacent to the City within the County of Brant. Planning for these improvements is required now to facilitate the expansion areas in the Study Area meeting the legislative requirements from the Province for the Places to Grow 2051. To support the expansion areas road (Paris Road and Golf Road) and water infrastructure are being planned. The need and justification for these projects is driven by legislation by the Province of Ontario.

Provisions for active transportation are needed and the potential use of sidewalks, paved shoulders and/or multi-use paths on Golf Road and Paris Road requires assessment.

Transportation Improvements

The City of Brantford Transportation Master Plan Update – 2051 Addendum (TMP) recommended:

- Widening Paris Road (2026 – 2030)
- Operational Improvements along Golf Road, north of Paris Road (Transportation System Management)
- Cyclists be accommodated by providing;
 - Bike lanes or paved shoulders along Paris Road
 - Bike lanes or paved shoulders along Golf Road

The 2023 Active Transportation Master Plan then proposed:

- A multi-use path along Paris Road and
- A multi-use path along Golf Road

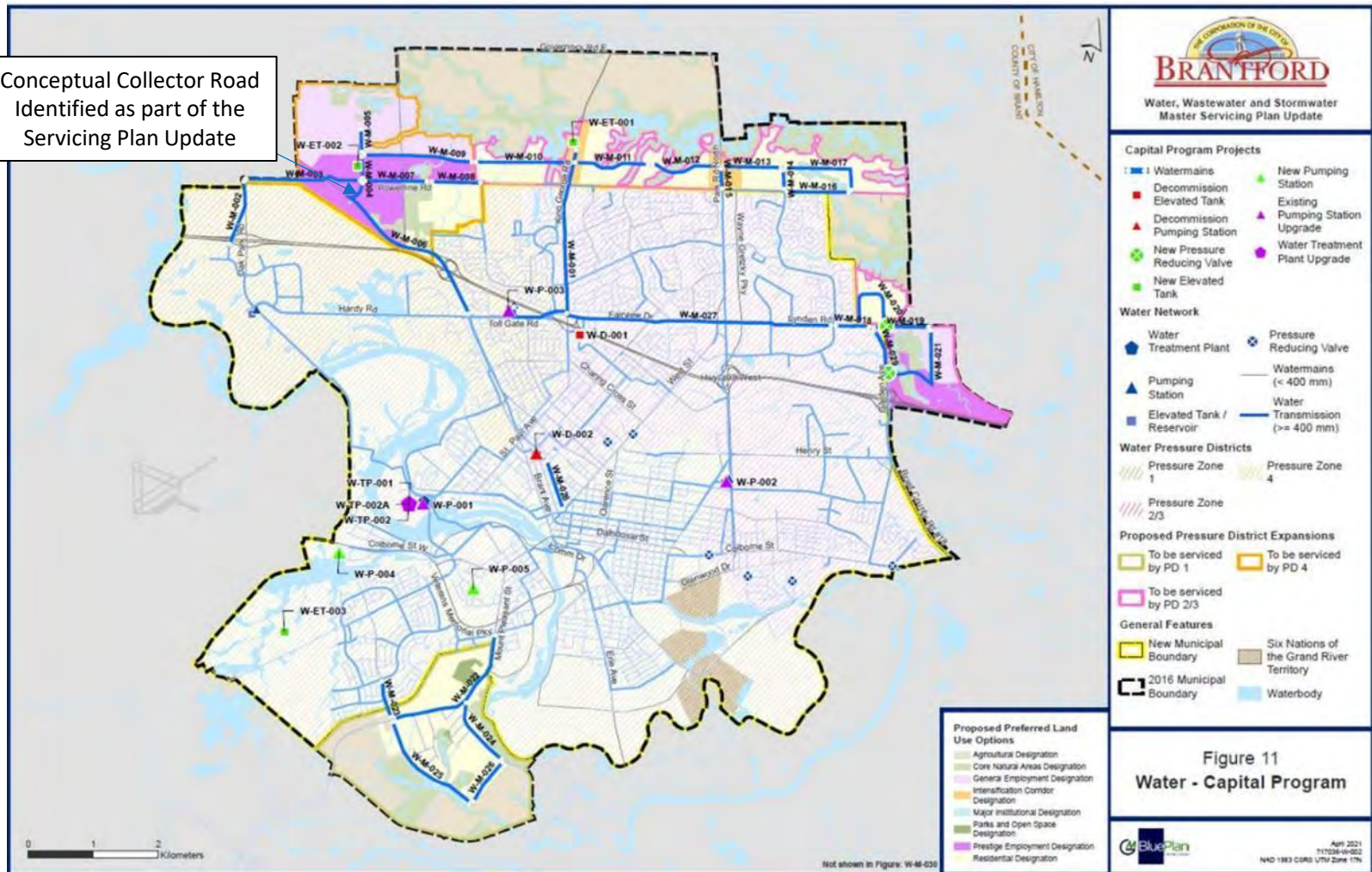
Improvements to the intersections of Powerline Road at Paris Road and Golf Road are being examined as part of other studies.

TMP – Proposed 2051 Road Network



Brantford Water, Wastewater and Stormwater Master Servicing Plan Update

Conceptual Collector Road Identified as part of the Servicing Plan Update



Existing Paris Road



South Study Area Beginning



Paris Road / Golf Road



Paris Road and Powerline Road



Paris Road Looking South from
Powerline Road

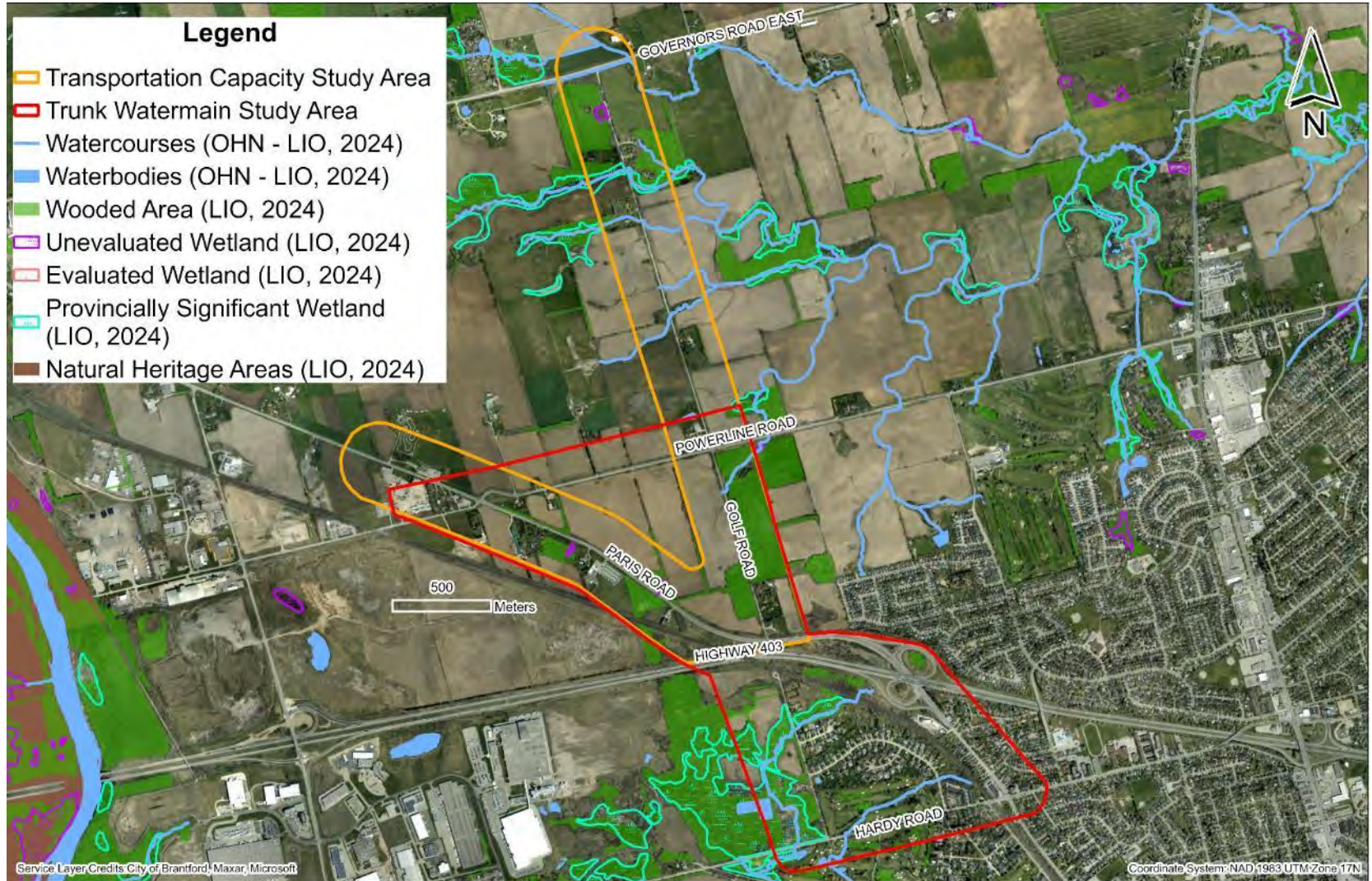


North Study Area Termination

Existing Golf Road



Natural Environment Existing Conditions



Preliminary Assessment of Alternative Planning Solutions

Description/Factor	No Growth (Do Nothing)	Limit Growth	Future Growth (2051 Places to Grow) Alternatives		
Description of Planning Solution Approach	Baseline from which other approaches can be compared. This alternative will not meet the Provincial legislation requiring growth.	Reduced development that could be accommodated with no improvements to the road network or new municipal water infrastructure	Paris Road and Golf Road Improvements including Active Transportation	Water Infrastructure Expansion	Water servicing alignments for trunk watermains and future water reservoirs
Transportation Service	✗ Congestion	–	✓ Meets the municipal targets of population and employment.		
Land Use Planning Compatibility	✗ Not Compatible with City's Growth Plan/Official.	✗ Not Compatible with City's Growth Plan/Official.	✓ Compatible with City's Growth Plan/Official.		
Land Use Planning Does approach meet Legislative requirement from Province for Growth (Places to Grow Act)?	✗ Does not meet requirement.	✗ Does not meet requirement.	✓ Meets requirement.		
Environmental	– Social environment effects	– (Effects to be determined)	– (Effects to be determined)		
Cost	✓	–	–		
Preliminary Study Recommendations	✗ Not carried forward as it is not compatible with Growth Plan	✗ Not carried forward as it is not compatible with Growth Plan	✓ This is a preferred Planning Solution in conjunction with watermain infrastructure and water service expansion.		

Legend: Good ✓ Neutral - Poor ✗

Paris Road and Golf Road Alternatives

Paris Road

- 4-lane Major Arterial, 40 m right-of-way (Official Plan recommendation).
- Widening on centre, east or west.
- Roundabout or signalized intersection control.
- Urban and rural cross section alternatives.
- Active transportation alternatives including sidewalks, paved shoulders, and/or MUP(s).

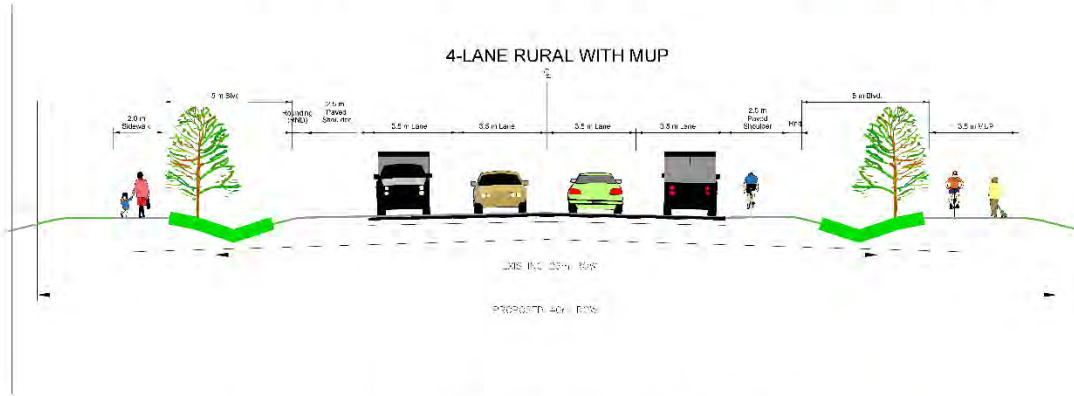
Golf Road

- 2-lane Minor Arterial, 36 m right-of-way (Official Plan recommendation).
- Widening on centre, east or west.
- Intersection control is predicated on the Paris Road traffic analysis and Powerline Road EA recommendations.
- Governor's Road/Golf Road will be an unsignalized intersection.
- Urban and rural cross section alternatives.
- Active transportation alternatives including sidewalk and/or MUP.

Paris Road Cross Section Alternatives

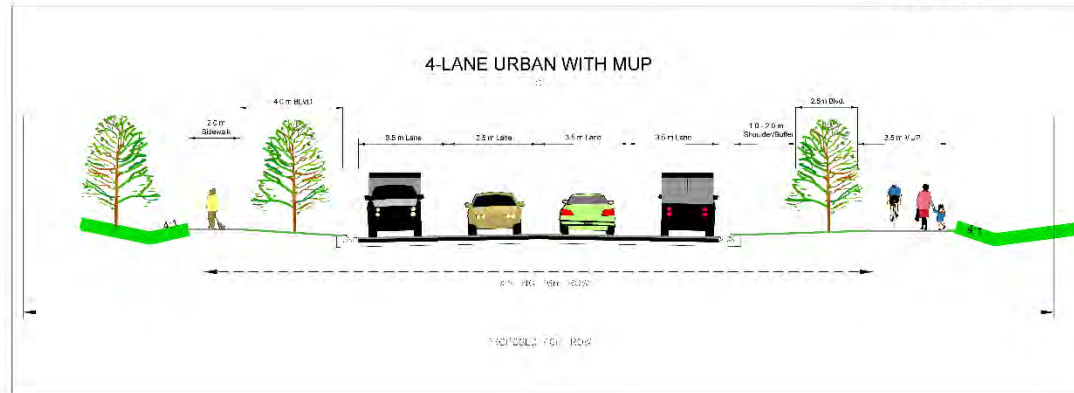
4-Lane Rural Cross Section Alternative

✓ Preliminary Recommendation to be Carried Forward



4-Lane Urban Cross Section Alternative

✓ Preliminary Recommendation to be Carried Forward



City of Brantford
Paris Road and Golf Road
Environmental Assessment Study

NTS

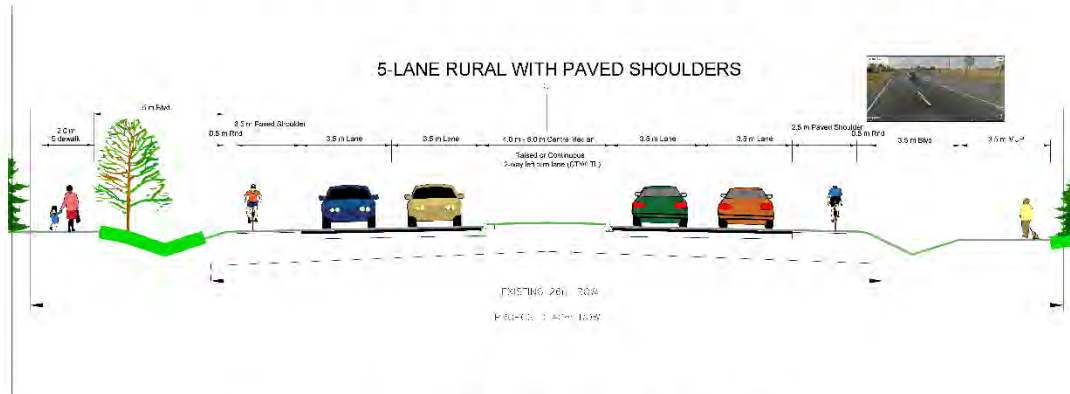
Note:
Active transportation alternatives may consider use of a sidewalk and MUP on each side or the use of MUPs on both sides of the right-of-way.



Paris Road Cross Section Alternatives

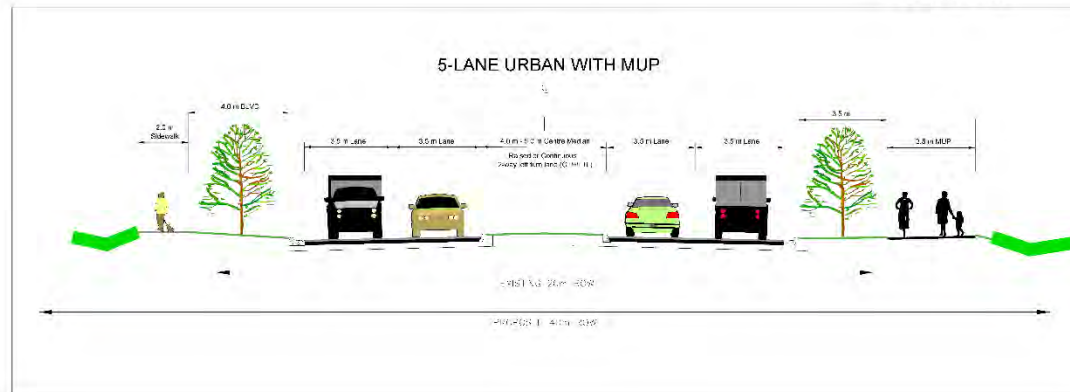
5-Lane Rural Cross Section Alternative

✓ Preliminary Recommendation to be Carried Forward



5-Lane Urban Cross Section Alternative

✓ Preliminary Recommendation to be Carried Forward



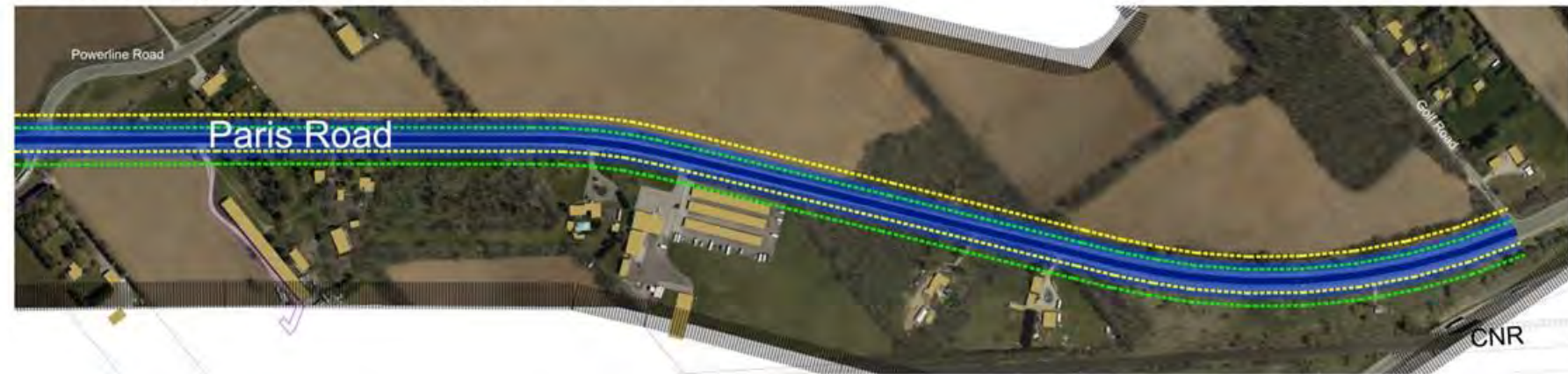
City of Brantford
Paris Road and Golf Road
Environmental Assessment Study


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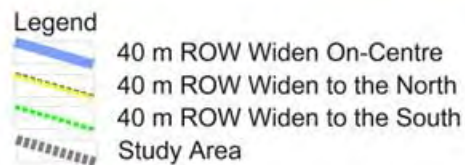
Note:
Active transportation alternatives may consider use of a sidewalk and MUP on each side or the use of MUPs on both sides of the right-of-way.



Preliminary 40 m ROW Alignments - East








City of Brantford
Paris Road and Golf Road
Environmental Assessment Study



Preliminary 40 m ROW Alignments - West

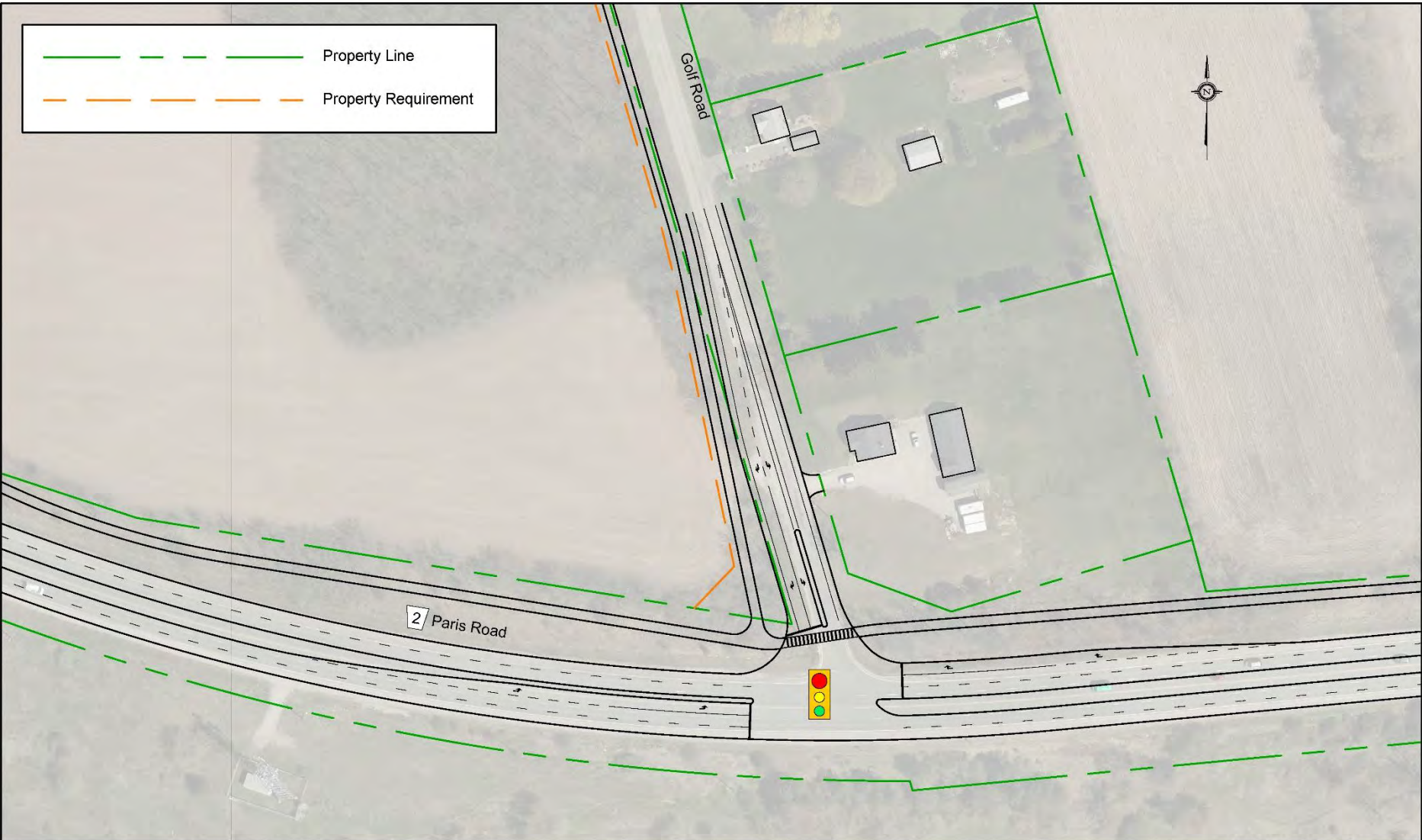



City of Brantford
Paris Road and Golf Road
Environmental Assessment Study

- Legend
-  40 m ROW Widening On-Centre
 -  40 m ROW Widening to the North
 -  40 m ROW Widening to the South
 -  Study Area



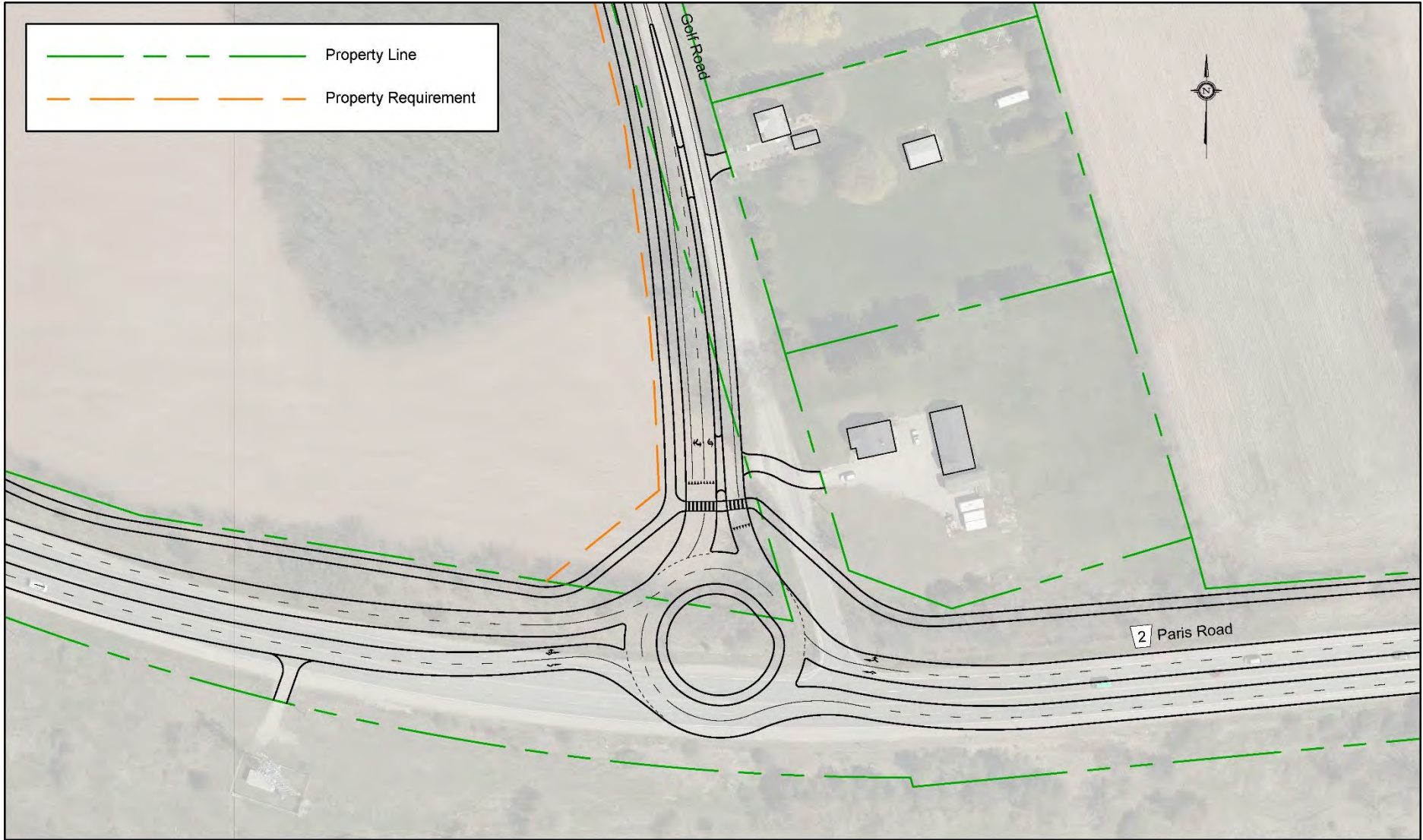
	Property Line
	Property Requirement



BTE 24-020
 2024-11-12
 11 x 17 Scale 1:1000

Paris Road at Golf Road
 Signalized Intersection Design Alternative





	Property Line
	Property Requirement



BTE 24-020
 2024-11-12
 11 x 17 Scale 1:1000

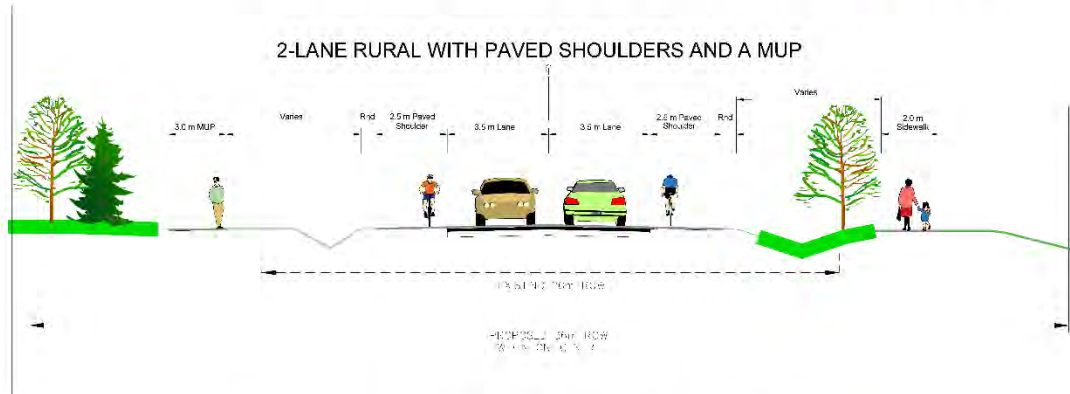
Paris Road at Golf Road
 Roundabout Design Alternative



Golf Road Cross Section Alternatives

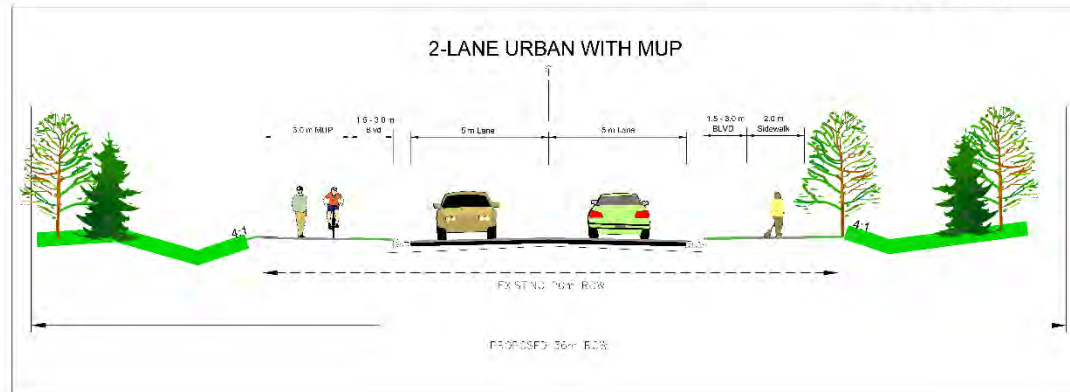
2-Lane Rural Cross Section Alternative

✓ Preliminary Recommendation to be Carried Forward



2-Lane Urban Cross Section Alternative

✓ Preliminary Recommendation to be Carried Forward



City of Brantford
Paris Road and Golf Road
Environmental Assessment Study

NTS

Notes:
Right-of-way width has been chosen to accommodate 4-laning according to the Official Plan, 2021.

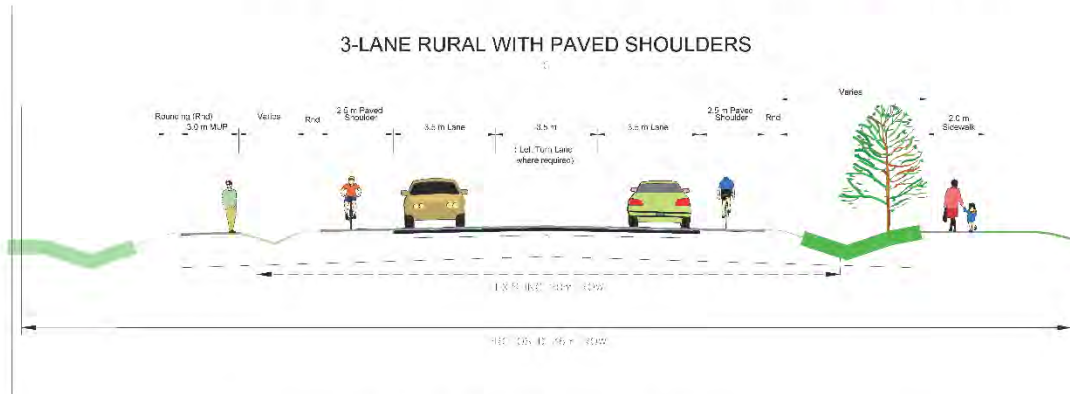
Active transportation alternatives may consider use of a sidewalk and MUP on each side or the use of MUPs on both sides of the right-of-way.



Golf Road Cross Section Alternatives

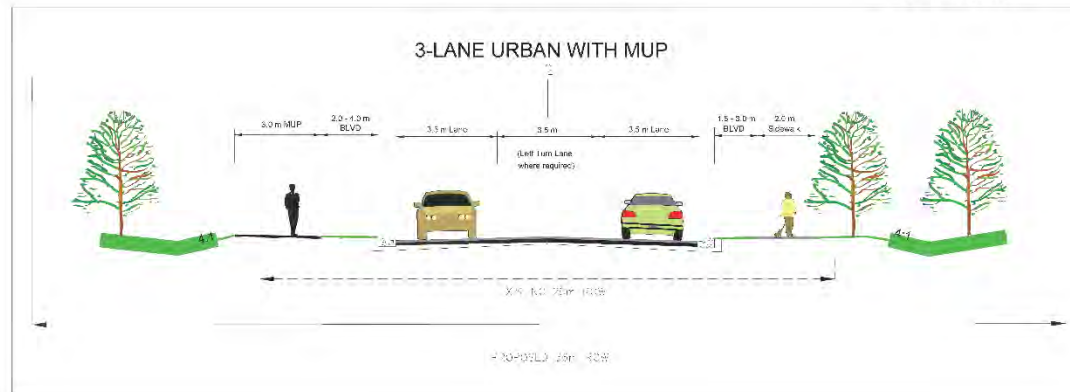
3-Lane Rural Cross Section Alternative

✓ Preliminary Recommendation to be Carried Forward



3-Lane Urban Cross Section Alternative

✓ Preliminary Recommendation to be Carried Forward



Notes:
Right-of-way width has been chosen to accommodate 4-laning according to the Official Plan, 2021.

Active transportation alternatives may consider use of a sidewalk and MUP on each side or the use of MUPs on both sides of the right-of-way.



City of Brantford
Paris Road and Golf Road
Environmental Assessment Study





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Preliminary 36 m ROW Alignments - Golf Road North



Note: Localized ROW widening may be required for grading.

- Legend**
-  36 m ROW Widen On-Centre
 -  36 m ROW Widen to the East
 -  36 m ROW Widen to the West
 -  Study Area







Preliminary 36 m ROW Alignments - Golf Road South

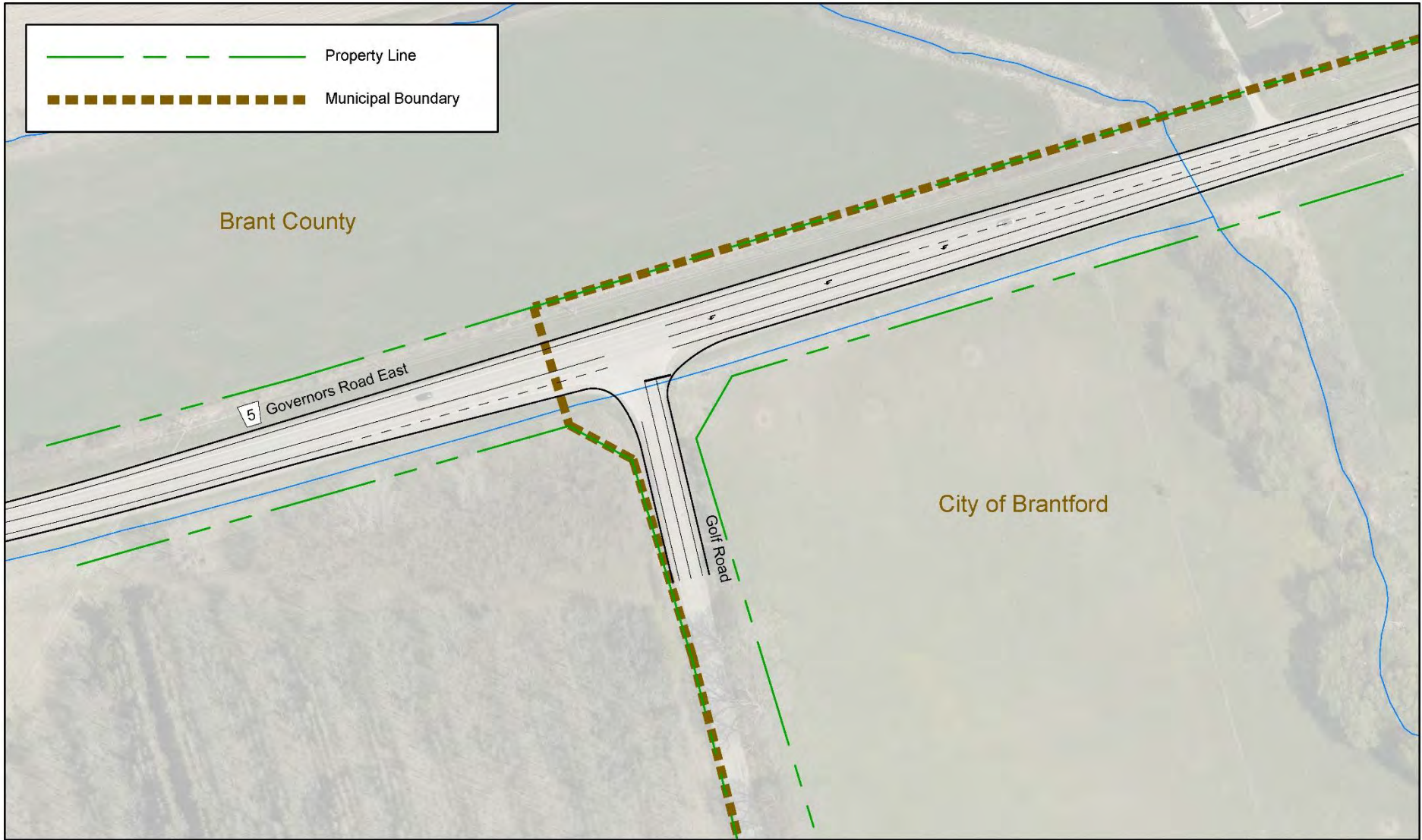


Note: Localized ROW widening may be required for grading.

CITY OF BRANTFORD
 City of Brantford
 Paris Road and Golf Road
 Environmental Assessment Study

- Legend**
-  36 m ROW Widen On-Centre
 -  36 m ROW Widen to the East
 -  36 m ROW Widen to the West
 -  Study Area



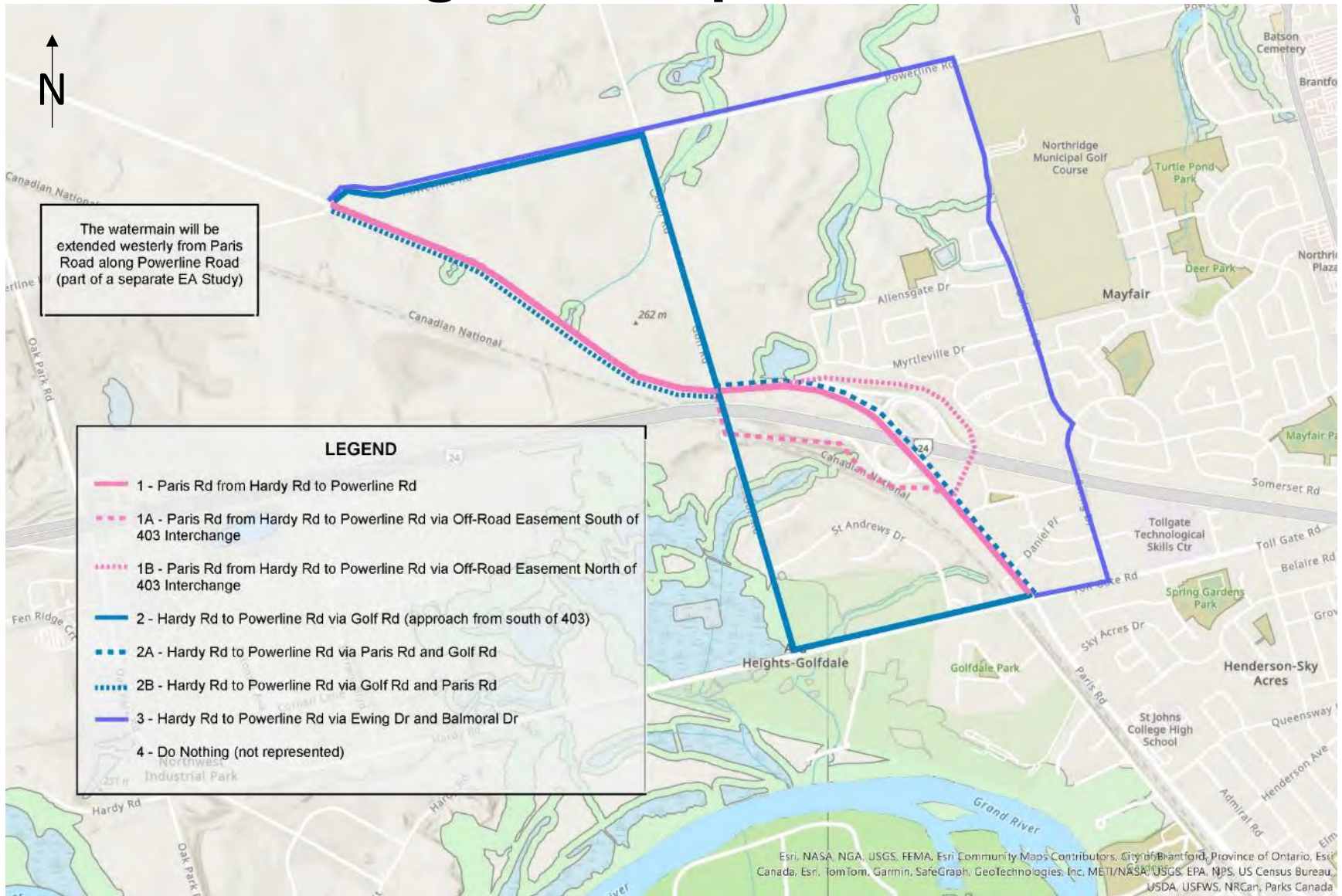


BTE 24-020
2024-11-12
11 x 17 Scale 1:1000

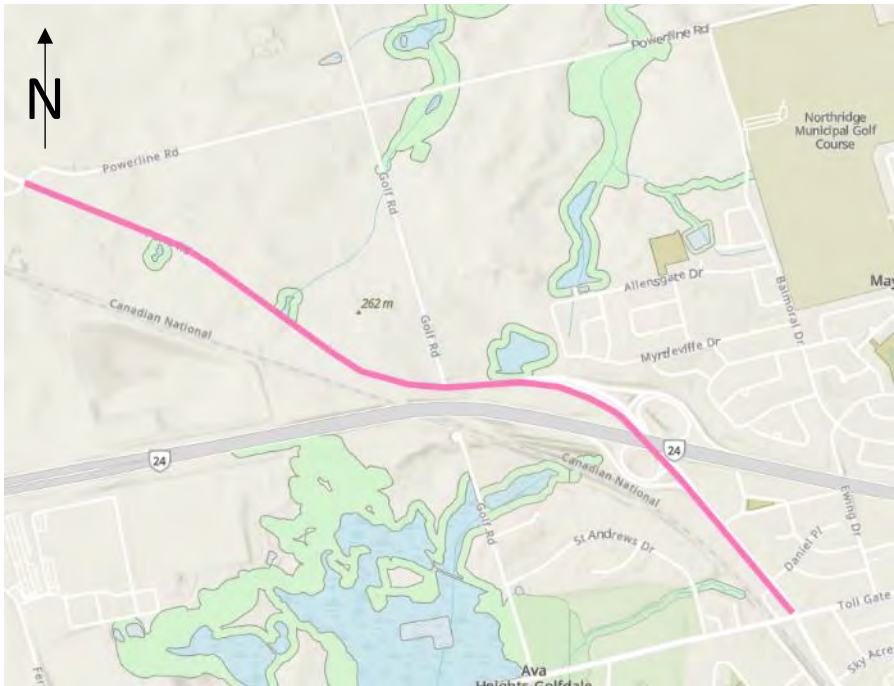
Governors Road East at Golf Road
Intersection Design Alternative



Watermain Alignment Options Overview

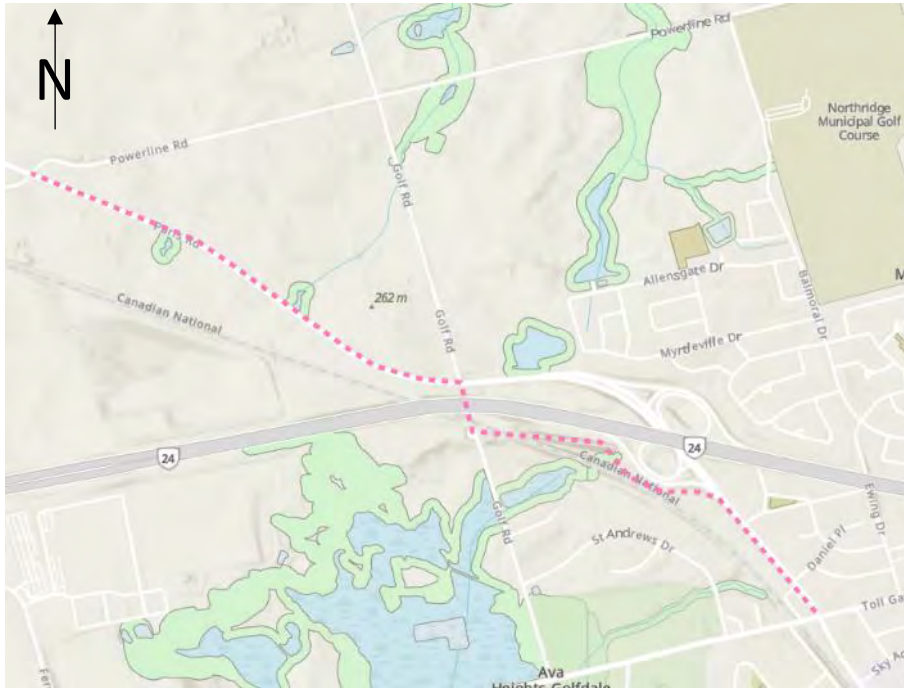


Option 1 - Paris Road from Hardy Road to Powerline Road



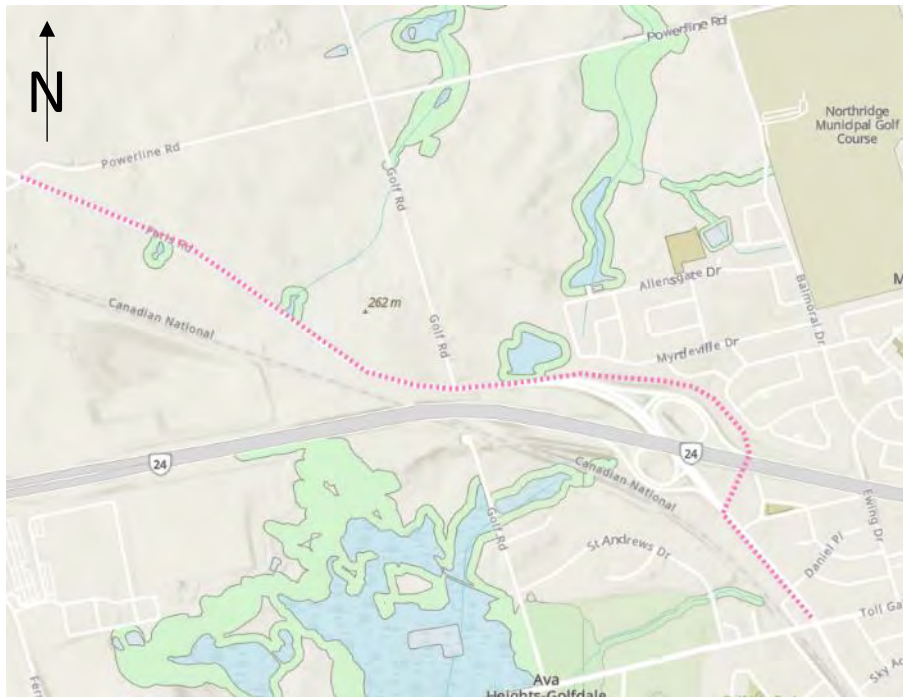
- Alignment Follows the City's Master Servicing Plan (MSP) alignment and overlaps with Road EA; shortest length, least complex construction.
- Crossing of Highway 403 Paris Road interchange may be completed by either open cut or microtunneling.
- No CN Rail crossing required.
- Within the City's ROW (outside the MTO interchange) and crosses MTO property within the interchange, which is undesirable for MTO future flexibility - No property acquisition required.
- Limited environmental impacts.
- Lowest estimated construction cost.
- Does not connect to the future collector road and watermain alignment identified in the Master Servicing Plan (not included in this study).
- Not preferred by MTO.

Option 1A - Paris Road from Hardy Road to Powerline Road via Off-Road Easement South of 403 Interchange



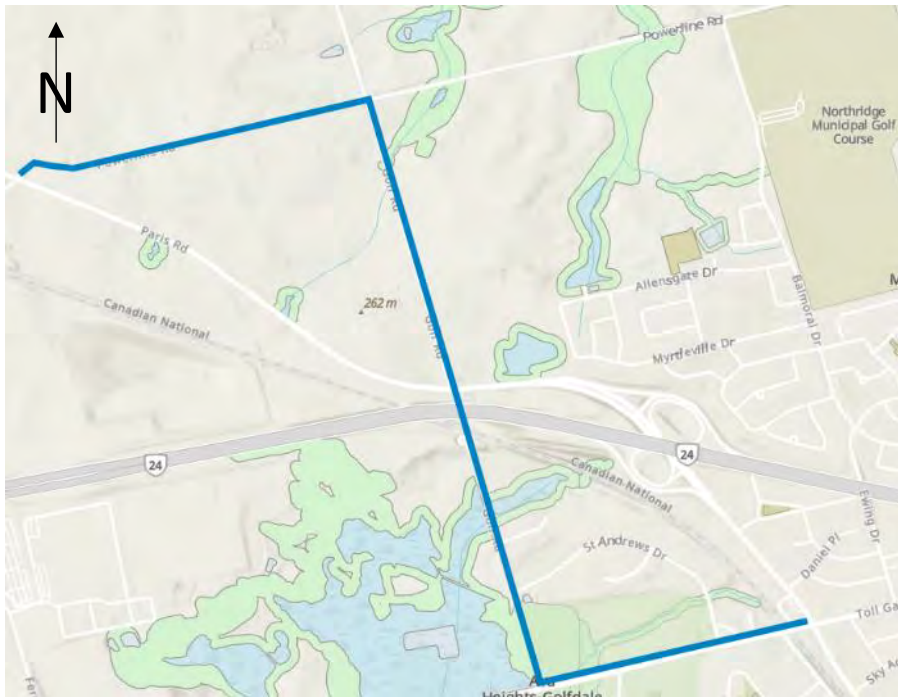
- Alignment is similar to the MSP and overlaps with Road EA alignment.
- Avoids Paris Road interchange but requires trenchless crossing of Highway 403.
- Proximity to CN Rail and private property potentially requiring easements and potential concerns with future potential twinning of the CN Rail lines.
- Off road portions would require access road and create maintenance challenges.
- Significant tree removal.
- Second lowest construction cost.
- Does not connect to the future collector road and watermain alignment identified in the Master Servicing Plan (not included in this study).²⁷

Option 1B - Paris Road from Hardy Road to Powerline Road via Off-Road Easement North of 403 Interchange



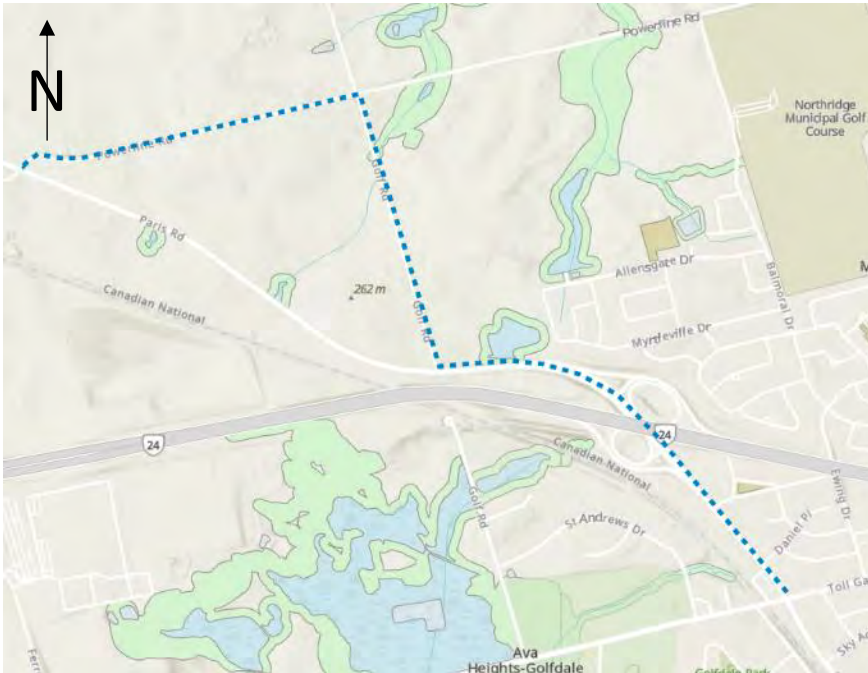
- Alignment is similar to the MSP alignment and overlaps with Road EA alignment.
- Avoids Paris Road interchange but requires difficult trenchless crossing of Highway 403.
- No CN Rail crossing required.
- Constrained ROW resulting in potential easement requirements, noise disruption, and sanitary sewer conflict.
- Off road portions would require access road and create maintenance challenges.
- Significant tree removal.
- Median (middle) construction cost.
- Does not connect to the future collector road and watermain alignment identified in the Master Servicing Plan (not included in this study).²⁸

Option 2 - Hardy Road to Powerline Road via Golf Road (approach from south of 403)



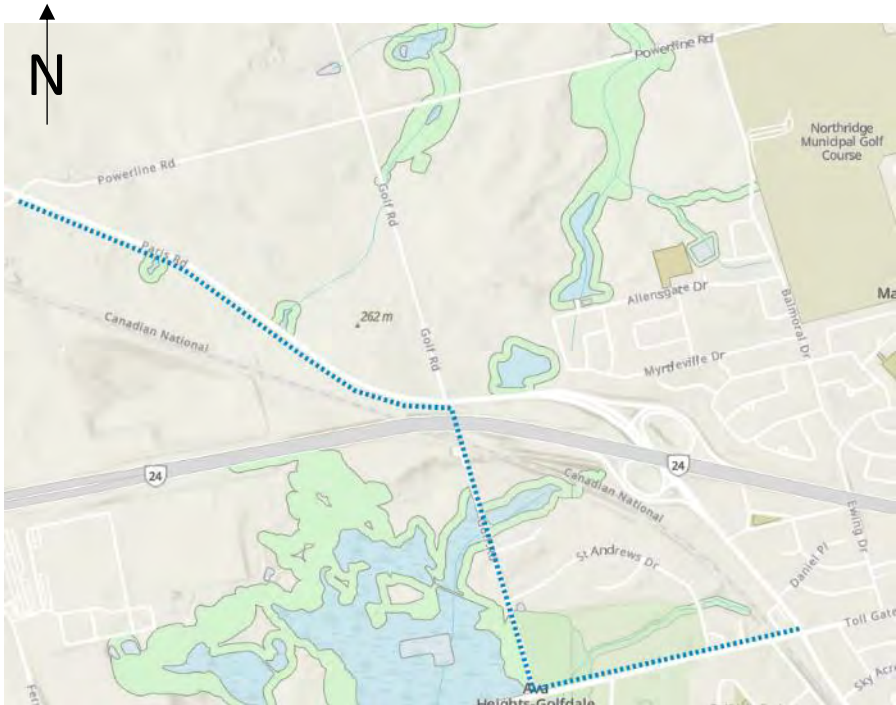
- Golf Road has less traffic than Paris Road and may improve ease of construction, however narrow ROW in some areas would result in constrained construction corridor and challenges for resident access.
- Avoids Paris Road interchange but requires trenchless crossing of Highway 403. Golf Road cul-de-sac is an ideal location for trenchless access shaft.
- Requires two (2) CN Rail crossings.
- Work within wetlands and floodplain on Golf Road.
- Second highest construction cost.
- Alignment along Powerline Road could be advantageous to City's overall development plan.

Option 2A - Hardy Road to Powerline Road via Paris Road and Golf Road



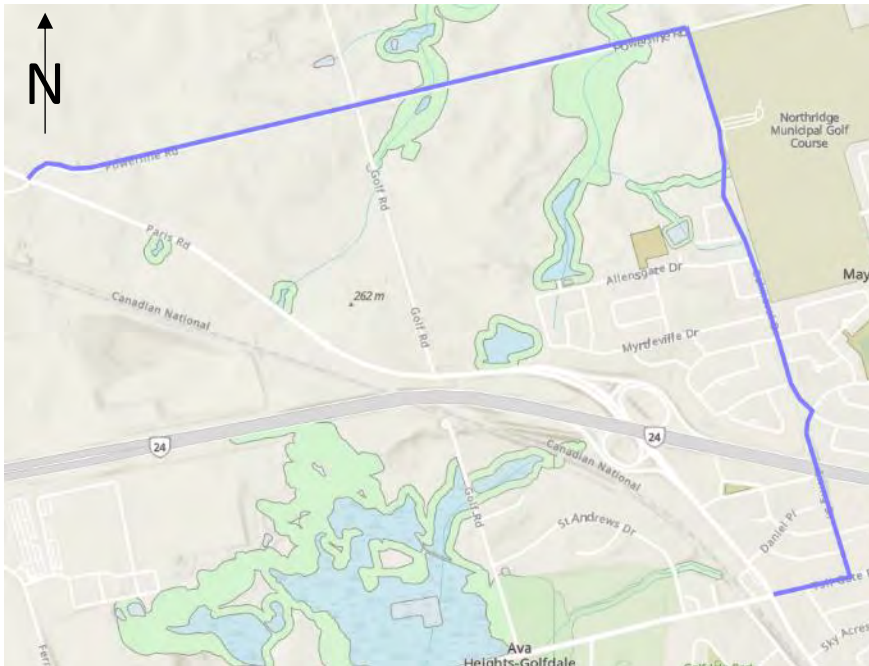
- Golf Road is less busy than Paris Road (minor vs major arterial) and may improve ease of construction.
- Within the City's ROW (outside the MTO interchange) and crosses MTO property within the interchange, which is undesirable for MTO future flexibility.
- Crossing of Highway 403 at interchange may be completed by either open cut or microtunneling.
- No CN Rail crossing required.
- Work within Golf Road North involves some culvert crossings.
- Third lowest construction cost.
- Alignment along Powerline Road could be advantageous to City's overall development plan.

Option 2B - Hardy Road to Powerline Road via Golf Road and Paris Road



- Paris Road portion overlaps with the MSP alignment and Road EA alignment.
- Additional sections along Hardy Road and Golf Road are narrow and constrained for construction and resident access.
- Avoids Paris Road interchange but requires trenchless crossing of Highway 403. Golf Road cul-de-sac is an ideal location for trenchless access shaft.
- Requires two (2) CN Rail crossings.
- Work within wetlands and floodplain on Golf Road.
- Third highest construction cost.
- Does not connect to the future collector road and watermain alignment.

Option 3 - Hardy Road to Powerline Road via Ewing Drive and Balmoral Drive



- No overlap with the MSP alignment or Road EA alignment.
- Ewing Drive has a narrow and constrained Right of Way with significant utilities.
- Avoids Paris Road interchange but requires difficult trenchless crossing of Highway 403 beneath or adjacent to an overpass on Ewing Drive.
- No CN Rail crossing required.
- Potential disturbances to residential properties, Ecole Confederation on Ewing Drive, and Russell Reid Public School near Balmoral Drive.
- Highest construction cost due to longer installation length and difficult trenchless crossing.
- Alignment along Powerline Road could be advantageous to City's overall development plan.
- Preliminary review has Coarse Screened this option out due to the above concerns.

Option 4 - Do Nothing

- No construction cost, maintenance cost, environmental impacts, property impacts or residential impacts.
- Does not address City's MSP requirements to extend the Pressure District 4 (PD4) water distribution system north from Tollgate Road to Powerline Road for the City's future growth.

Next Steps

Following this Public Information Centre, we will:

- Review all comments and prepare a PIC No. 1/Community Café Summary Report.
- Technical Investigations.
- Natural Environment Inventories.
- Analysis and Evaluation of Alternatives.
- PIC No. 2.
- Complete Environmental Study Report (ESR).
- 30-day public review period.

How can you remain involved in the Study?

- Request that your name/email be added to the Study Mailing List.
- Provide a comment by **December 13, 2024**.
- Contact the City or Consultant at any time by sending an email to ParisGolfRoadEA@brantford.ca

Thank you for your participation in this Public Information Centre and Community Café.

Your input into this project is valuable and appreciated.

Any comments received will be collected under the *Environmental Assessment Act* and the Freedom of Information and Protection of Privacy Act. Personal Information you submit will become part of the public record that is available to the general public unless you request that your personal information remain confidential.