

Appendix A Consultation

A.1 Contact List and Notices

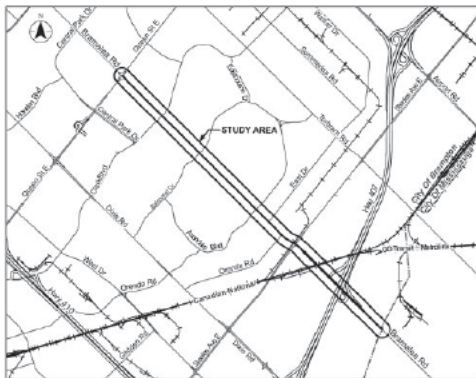


NOTICE OF STUDY COMMENCEMENT

Bramalea Road Improvements from Queen Street East to South City Limit Municipal Class Environmental Assessment Study

The Study

The City of Brampton has initiated a Schedule 'C' Municipal Class Environmental Assessment (Class EA) for improvements to Bramalea Road from Queen Street East to the south City limit (see map). In 2015, the City of Brampton completed a Transportation Master Plan Update that recommended the widening of Bramalea Road from 4 lanes to 6 lanes by 2021. The Class EA study will evaluate traffic capacity, travel demand management measures, safety issues, natural environment impacts, land use implications, transit and active transportation considerations. To address transportation capacity needs in the study area, alternatives will be examined as part of the study including the impacts of alternatives on the social, cultural and natural environment.



The Process

This notice signals the commencement of the Municipal Class Environmental Assessment, a study which will define the problem, identify and evaluate alternative solutions, and develop a preferred design for the corridor in consultation with adjacent property owners, regulatory agencies, Indigenous communities, members of the local business community and the public. The study is being carried out 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 and 2015), which is approved under the Ontario *Environmental Assessment Act*.

Consultation with stakeholders (public and agencies) is a key component of the study. At least two Public Information Centres (PICs) will be held to discuss issues related to the project, including alternative solutions, evaluation criteria, environmental impacts and mitigation measures. PIC dates and details 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:

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Public Works & Engineering

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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 August 30, 2018.



BRAMPTON
www.brampton.ca

Public Notice

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE #1

Bramalea Road Improvements from Queen Street East to South City Limit Municipal Class Environmental Assessment Study

The City of Brampton is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for improvements to Bramalea Road from Queen Street East to the south City limit (see map). In 2015, the City of Brampton completed a Transportation Master Plan Update that recommended the widening of Bramalea Road from 4 lanes to 6 lanes.

The EA study is assessing potential improvements along the study corridor to accommodate current and future transportation needs of pedestrians, cyclists, transit and motorists. You are invited to participate in the **Online Public Information Centre** to learn about the project findings to date and share your input.



The Process

The study is being carried out 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 and 2015), which is approved under the Ontario Environmental Assessment Act.

Online Public Information Centre

To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, this Public Information Centre (PIC) is being held using a virtual format.

The City of Brampton is committed to informing and engaging the public on the Bramalea Road Improvements Class EA, and will be presenting an Online Public Information Centre on the City's website starting **January 11, 2021 to February 8, 2021.**

How to Participate:

Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or mobile phone.

Step 2: View the material and complete the comment form provided on the website.

If you are unable to participate online please leave a voicemail with your name and phone number and a member of the project team will contact you for your input.

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:

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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 January 7, 2021.

Public Notice

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE #2 Bramalea Road Improvements from Queen Street East to South City Limit Municipal Class Environmental Assessment Study

The City of Brampton is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for improvements to Bramalea Road from Queen Street East to the south City limit (see map).



The EA study is evaluating traffic, transit and active transportation safety and operational improvements, land use implications, natural environment impacts and mitigation measures.

The Process

The study is being carried out 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 and 2015), which is approved under the Ontario Environmental Assessment Act.

Online Public Information Centre

The City of Brampton is committed to informing and engaging the public on the Bramalea Road Improvements Class EA, and will be presenting an Online Public Information Centre on the City's website starting **September 22, 2022 to October 21, 2022**.



How to Participate:

Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or scan the QR code using mobile phone.

Step 2: View the material and complete the comment form provided on the website by **Friday, October 21, 2022**.

If you are unable to participate online please leave a voicemail with your name and phone number and a member of the project team will contact you for your input.

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:

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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 September 22, 2022.



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BRAMPTON
Flower City

**Bramble Road Improvements
Municipal Class Environmental Assessment
Agency Contact List**

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**Bramalea Road Improvements
Municipal Class Environmental Assessment
Agency Contact list**

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Bramalea Road Improvements
Municipal Class Environmental Assessment
Technical Agencies Committee Contact List

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Brantford Road Improvements
Municipal Class Environmental Assessment
Indigenous Communities Contact list

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A.2 Agency Correspondence and Meeting Minutes

Bramalea Road Improvements – Region of Peel Meeting

Bramalea Road Corridor Improvements / 165010590

Municipal Class Environmental Assessment from Queen Street E. to southern city limits.

Date/Time: February 16, 2022 / 2:00 PM

Place: Microsoft Teams

Attendees:	Soheil Nejatian	City of Brampton, Project Engineer, Infrastructure Planning
	Ghazanfar Mohammad	City of Brampton, Senior Project Engineer, Infrastructure Planning
	Bishnu Parajuli	City of Brampton, Manager, Infrastructure Planning
	Brian Lakeman	City of Brampton, Transportation & Infrastructure Policy Planner
	Nelson Cadete	City of Brampton, Project Manager, Active Transportation
	Henrik Zbogor	City of Brampton, Senior Manager, Transportation Planning
	Sandy Lovisotto	Region of Peel, Program Manager, Road Planning
	Tamara Alexander	Region of Peel, Technical Analyst, Road Operations & Maintenance
	Syeda Banuri	Region of Peel, Project Manager, Stormwater Management
	Hashim Hamdani	Region of Peel, Supervisor, Traffic Development & Permits
	Mohammad Hassan	Region of Peel, Technical Analyst, Transportation
	Steven Kovach	Region of Peel, Manager, Capital Acquisitions
	Roman Kuczynski	Region of Peel, Supervisor, Transportation System Planning
	Sona Zenami	Region of Peel, Program Manager, Road Design
	Julian Perez	Region of Peel, Supervisor, Road Operations & Maintenance
	Roger Silva	Region of Peel, Technical Analyst, Traffic Safety
	Neal Smith	Region of Peel, Project Manager
	Isaac Bartlett	Stantec, Project Manager
	Regan O'Henly	Stantec, EIT
	Paula Hohner	Stantec, Senior Environmental Planner
	Sarah Lang	Stantec, Environmental Planner

Distribution: All attendees

Action:

Introductions

Those at the meeting were introduced.

The purpose of the meeting was to provide an update on the proposed improvements to the Bramalea Road Municipal Class Environmental Assessment (MCEA) Study from Queen Street East to the southern city limits, approximately 790 m south of Highway 407.

The project team used a slide deck to present the draft intersection designs, specifically at the Bramalea Road and Queen Street East intersection, and the Bramalea Road and Steeles Ave intersection.

The Region requested clarification on the Multi-Modal Level of Service (MMLOS) analysis. Specifically, if the intersections were assessed using volume over capacity (V/C) or seconds in

Action:

queue. The Region noted their preference is V/C in the mid-block sections, and by seconds at intersections. Stantec to confirm.

Stantec

Queen Street East and Bramalea Road Intersection

The Region requested to see the Queen Street East and Bramalea Road intersection with the designs completed for the entire intersection. The Region requested to see pavement markings north of Queen Street to better visualize the transition of the lanes.

Stantec
/ City

The intersection should accommodate truck turning movements, and lane widths should all be 3.5m. The City noted that heavy trucks are not permitted in this segment of Bramalea Road, so the turning movements would only be for transit vehicles.

The City is to confirm the desired bus bays/stations placement at this intersection in conjunction with Brampton Transit.

City

It was noted by the project team that the intersection design was developed to include channelized right turns at the request of the Region. The Region noted they have 'smart channel' guidelines/standards for channelized right turns, which will be provided to the project team for consideration. In addition, the Region will give consideration to the removal of channelized right turning lanes for safer movements for pedestrians and cyclists at this intersection. The City noted that they are striving to achieve an urban intersection design for this highly intensified area, and prioritize pedestrians and cyclists while implementing Vision Zero. The City will provide an example of a similar, recently designed urban intersection, which removed channelized turning lanes. The project team will review a design of the intersection that removes the channelized turns for comparison/analysis.

City /
Region /
Stantec

The project team is to look at the removal of the channelized turn medians, and the potential impact on signals, hydro poles, and luminaires. If the medians are removed, signalizing may become a challenge.

City /
Stantec

The project team is to determine potential hydro line impacts, and associated costs.

City /
Stantec

The City confirmed that the improvements would be in place for at least 10 years, in advance of the proposed future Brampton bus rapid transit (BRT) project.

Steeles Avenue and Bramalea Road Intersection

The City noted that this intersection is also densely populated and is a transit hub, as the Bramalea GO station is adjacent to the intersection.

The project team will review a design of the intersection that removes the channelized turns for comparison/analysis.

Stantec

The project team will review the traffic analysis/counts, and will complete counts for the redesigned intersection, with the removal of channelized turns.

Stantec

February 16, 2022

Bramalea Road Improvements – Region of Peel Meeting

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Action:

Other

The project team confirmed that the Stormwater Management Report will be completed concurrently with the preliminary design. The project team will share the plan with the Region when the design is confirmed.

The meeting adjourned at 3:00 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.

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Highway 407ETR / MTO Meeting #1

Bramalea Road Municipal Class Environmental Assessment / 165010590

Date/Time: February 9, 2022 / 10:00 AM

Place: Microsoft Teams

Attendees:

Soheil Nejatian	City of Brampton, Project Engineer
Bishnu Parajuli	City of Brampton, Infrastructure Planning Manager
Ghazanfar Mohammad	City of Brampton, Senior Project Engineer
Tony Angelo	407 ETR, Director, Bridges
Jeff Booker	407 ETR, Senior Manager, Highway Technical Services
Djane Kwasi	407 ETR, Highway Engineer
Marek Wiesek	MTO, Construction Officer, Highway Concessions
Kamran Yousaf	MTO, Corridor Management Officer – West
Graham Routledge	MTO, Senior Project Manager – West
Isaac Bartlett	Stantec, Project Manager
Paula Hohner	Stantec, Senior Environmental Planner
Regan O'Henly	Stantec, EIT
Sarah Lang	Stantec, Environmental Planner

Distribution: All attendees

Item:

Action:

The purpose of this meeting was to introduce the Bramalea Road Improvements Schedule 'C' Municipal Class Environmental Assessment and provide a project update. The study area includes Bramalea Road from Queen Street southerly to the City limits. The current preliminary recommendations are the implementation of active transportation infrastructure and transit priority measures.

The draft proposed improvements south of Steeles Avenue to the southern City limits includes active transportation facilities on both sides of Bramalea Road, including across the Highway 407ETR overpass bridge structure.

407 ETR noted that the overpass bridge was built to protect for 6 lanes, although only currently utilizing 4 lanes. 407 ETR noted that future discussions should be held with them, and their legal team, to determine if an agreement can be put in place for the City of Brampton to utilize the space on the bridge for active transportation facilities in the interim (the time when the 6 lanes are not being used).

Stantec / City

Stantec/City of Brampton (City) to evaluate two active transportation design alternatives:

- Active transportation within the existing bridge structure limits (utilizing 2 of the protected travel lanes under agreement with 407 ETR)
- Widen the bridge structure to accommodate active transportation facilities

Stantec / City /

The revision of the existing 3.75 m lanes to 3.5 m lanes was discussed. All groups were in agreement that the lane widths could be reduced to 3.5 m as part of the recommendations. Stantec to carry this forward through the MCEA process.

Stantec

Ministry of Transportation (MTO) to provide available transitway design plans with Stantec/City.

MTO

Item:

Action:

Stantec/City to look at potentially reducing the median width in the overpass bridge structure to provide additional space for active transportation facilities. 407 ETR would confirm that the final recommendation is acceptable with their design standards.

Stantec / City

Stantec/City to provide the draft preliminary designs for the entire Bramalea Road corridor and how the active transportation designs tie into the rest of the corridor.

Stantec / City

Stantec/City to confirm designs follow MTO bridge standards, TAC supplemental, OTM standards, etc. Side clearances of 1.5 m are to be used between the traveled lanes and a barrier, and clearances of 0.5 m are to be used between a barrier and the multi-use path.

Stantec / City

407ETR to provide Metrolinx electrification project contact. Stantec/City to engage CN and Metrolinx regarding the structure north of Hwy 407, as this line may be planned for electrification and adjustments to the structure may be required.

407 ETR /
Stantec / City

407ETR enquired as to the anticipated timing of the Bramalea construction works. The City noted that planning for this project is showing that it will likely be at least 5 years out.

407ETR requested a copy of the Traffic Study undertaken for Bramalea. Stantec to forward for their information.

Stantec

It was noted that the 407ETR / MTO jurisdiction extends in a 450 m radius around the centre point of the interchange. The MTO standards would govern within this area, outside of the CN/Metrolinx structure.

The meeting adjourned at 11:00 AM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.



Isaac Bartlett P.Eng., ENV SP
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Attachment: Attachment

c. Cc List

Metroinx Meeting #1Bramalea Road Municipal Class Environmental Assessment / 165010590

Date/Time: July 7, 2022 / 10:30 AM
Place: Microsoft Teams
Attendees: Ghazanfar Mohammad City of Brampton, Senior Project Engineer
Isaac Bartlett Stantec Consulting Ltd., Project Manager
Paula Hohner Stantec Consulting Ltd., Senior Environmental Planner
Sarah Lang Stantec Consulting Ltd., Environmental Planner
Alvin Chan Metrolinx, Manager of Adjacent Development
Natalie Battistella Metrolinx, Interface Manager
Syed Quli Metrolinx, Manager – Third Party Project Groups
Benjamin Kwok Metrolinx, Advisor – Rail Corridor Planning
Derek Brunelle Metrolinx, Project Manager
Distribution: All attendees

Item:**Action:**

Those in attendance at the meeting were introduced.

The project team introduced the Bramalea Road Improvements study and provided an overview of the proposed improvements within the study area, specifically south of Steeles Avenue to the southern City limits.

The City noted that all 6-laning transportation projects in the City have been halted. The City is looking to minimize road widening, and want to focus on meeting forecasted capacity/demand through different means (active transportation, transit, intersection improvements, etc.). The City noted that reducing lane widths will also help the City achieve Vision Zero.

It is anticipated that construction will occur within the right-of-way. The proposed improvements include reducing the lane widths on the CN rail overpass structure, and constructing a multi-use path (MUP) within the existing bridge footprint, including increasing the height of the railings on the sides of the bridge to accommodate pedestrians/cyclists. No widening of the structure would be required.

Metrolinx noted that the CN rail overpass is not their structure. Metrolinx also noted that the rail lines below this structure are owned by CN, and Metrolinx leases the infrastructure from them.

Construction that occurs above the rail lines will be required to meet CN and Metrolinx permitting and flagging requirements. Metrolinx noted that these requirements often limit available working time to accommodate train movements below the structure, and work

Item:

Action:

before the first train service and after the last train service. There are conditions from both parties that will need to be met.

The City noted that construction is unlikely to occur prior to the year 2025. The City will coordinate with Metrolinx when developing a work plan, as Metrolinx may also plan to carry out work on the bridge at a similar time.

Metrolinx noted that their active transportation planning team may be interested in this study, to learn more about what types of facilities we are implementing. Metrolinx may see this as an opportunity to improve active transportation connections to the Bramalea GO station as well.

The City/Stantec requested that Metrolinx provide any requirements to the project team that can be included in the Environmental Study Report (ESR) as commitments to carry forward to design and construction.

Metrolinx

Metrolinx will provide documentation detailing their third party standard processes, as well as permitting requirements.

Metrolinx

Metrolinx requested to be kept in the loop after consultation with CN has been completed. Metrolinx would like to understand CN permitting requirements for this area and proposed work.

Metrolinx


POST MEETING NOTE

The City of Brampton confirmed that the CN overpass structure is City owned.

The meeting adjourned at 11:30 AM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.



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Attachment: Attachment

c. Cc List

Bramalea Road Stakeholder Meeting #1

Bramalea Road Corridor Improvements / 165010590

Municipal Class Environmental Assessment from Queen Street E. to southern city limits

Date/Time: December 3, 2020 / 6:30 PM

Place: Microsoft Teams

Attendees: Soheil Nejatian City of Brampton, Project Engineer
Mario Goolsarran City of Brampton, Senior Project Engineer
Bishnu Parajuli City of Brampton, Infrastructure Planning Manager
Brian Lakeman City of Brampton, Transportation and Infrastructure Policy Planner
Frank Albrecht City of Brampton, Senior Coordinator, Realty Services
Isaac Bartlett Stantec, Project Manager
Arash Mirhoseini Stantec, Senior Transportation Planner
Paula Hohner Stantec, Lead Environmental Planner
Sarah Lang Stantec, Environmental Planner
Public Stakeholder Members - Confidential

Distribution: All attendees, All absentees

Item:

Action:

1.0 Introductions

The Project Team was introduced.

The purpose of the first Stakeholder meeting was to provide a review of the work completed for the multi-modal level of service (MMLOS) assessment, existing background studies, problem and opportunity statement, and evaluation of alternative solutions for the Bramalea Road Municipal Class Environmental Assessment (MCEA) Study from Queen Street East to the southern city limits, approximately 790 m south of Highway 407.

2.0 Study Background – Transportation Planning

Using a presentation (attached), Stantec provided an overview of the Bramalea Road MCEA Study, including study background and existing conditions.

The Project Team highlighted the proposed improvements along the corridor as per the City of Brampton Transportation Master Plan, the City of Brampton Active Transportation Master Plan, and Brampton 2040 Vision. These plans proposed widening Bramalea Road to 6 lanes, implementing a multi-use path/boulevard path for pedestrians and cyclists, and preparing the corridor to accommodate ZUM Rapid Transit respectively. The Brampton Vision 2040 highlights the importance of prioritizing walking, cycling, and transit above private vehicles. The Metrolinx 2041 Regional Transportation Plan identifies the Bramalea Rd corridor as a Priority Bus route, and provides key characteristics to be considered to accommodate the infrastructure.

Item:

Action:

3.0 Land Use – Existing Conditions

Stantec presented several slides to illustrate the existing land use, using the City of Brampton Official Plan, Brampton 2040 Vision, and Secondary Plans surrounding the corridor. The slides summarized the existing land use conditions of the study area, and adjacent areas, and their influence on Bramalea Road corridor existing and future developments.

4.0 Natural Environment – Existing Conditions

Stantec presented a summary of the Bramalea Road Natural Environment field study results. A Terrestrial Habitat Assessment was completed to identify existing vegetation and wildlife habitat features, in addition to Ecological Land Classification (ELC) mapping, Significant Wildlife Habitat (SWH) assessments, and a tree inventory. The study area is urbanized with few natural features and no aquatic features. No species at risk (SAR) or SAR habitat were observed within the study area.

5.0 Cultural Heritage – Existing Conditions

A Cultural Heritage Assessment Report was completed by Stantec. The field investigations determined there are 6 properties which retain Cultural Heritage Value or Interest within the study area. Three properties in proximity to or within the study area are listed on the City's Municipal Registrar of Cultural Heritage Resources.

A Stage 1 Archaeological Assessment has been completed. While the majority of the corridor has been disturbed/developed, any areas which remain undisturbed will require a Stage 2 Archaeological Assessment as there is potential for archaeological resources.

6.0 Transportation – Existing Conditions

Stantec presented the transportation existing and future conditions along Bramalea Road. The assessment considered population & employment characteristics, land use characteristics, transit routes, active transportation facilities, network capacity, Synchro & VISSIM modelling, and MMLOS analysis results to determine the existing conditions. Stantec specifically looked at the MMLOS for the following modes of transportation:

- Transit (TLOS)
- Bicycle (BLOS)
- Pedestrian (PLOS)
- Truck (TkLOS) (emergency vehicles, municipal service vehicles, etc.)
- Auto (ALOS)

The analysis of existing conditions for these modes of transportation resulted in the following LOS:

Item:

Action:

- TLOS – Level “E” or “F” along corridor segments, and LOS “D”, “E”, and “F” at intersections.
- BLOS – Level “E” or “F” along segments, and LOS “E”, and “F” at intersections. The multi-use path between Balmoral and Avondale results in a good LOS.
- PLOS – LOS “E” and “F” at intersections, and LOS “E” along segments.
- ALOS – Generally good LOS with some delays during Peak times. Intersections have LOS “D” or better.
- TkLOS – Truck movements were limited to the south portion of Bramalea Rd (south of East Drive). Generally operates with good LOS “A”.

Future ‘Do Nothing’ MMLOS analysis in 2041 resulted in the following:

- TLOS – Level “E” or “F” along corridor segments, and LOS “E” and “F” at intersections.
- BLOS – Level “E” or “F” along segments, and LOS “E” and “F” at intersections. The multi-use path between Balmoral and Avondale results in good LOS.
- PLOS – Level “E” or “F” at intersections, and LOS “E” along segments.
- ALOS – Generally good LOS with some delays during Peak times. Intersections have LOS “D” or better.
- TkLOS – Truck movement limited to south portion of Bramalea Rd. Generally operates well along corridor. Bramalea and Avondale intersection works at LOS “E”.

Stantec completed a draft Transportation report which details the capacity of future transit, and the potential shift between modes of transportation as a result of improved transit facilities.

Intersection and Mid-Block Safety has been evaluated along the corridor. Collision data and traffic counts will be used to determine the upgrades to various intersections along the Bramalea Road corridor.

7.0 Problem & Opportunities

Stantec presented the following Problem and Opportunities Statement:

The City of Brampton is transitioning from a historically “suburban” to a more “urban” development context. New infrastructure, transportation services, and travel demand management measures are required to accommodate this rapid growth while protecting established communities and businesses employment lands, foster intensified development, and is committed to rethinking how their transportation system can meet future demand.

Active Transportation – Poor pedestrian and bicycle level of service due to narrow sidewalks, high traffic volumes and operating speeds, along with missing sidewalks at the south limit of the study area. Bicycle facilities are generally missing throughout the corridor.

Item:

Action:

Transit – Operates generally at a poor level of service because of buses travelling in mixed traffic and in congested conditions during peak periods, with no transit priority measures.

Automobiles – Shows issues with level of service at certain locations that will worsen by 2031 and 2041.

Truck/Goods Movement – Shows issues with level of service at certain locations that will worsen by 2031 and 2041.

Due to projected growth in travel demand, Bramalea Road corridor is forecasted to experience multi-modal deficiencies. If not addressed, the road will become more congested, and alternative modes of transportation will continue to be underutilized. Therefore, the City of Brampton is carrying out this study to address these requirements in accordance with the Municipal Class EA process.

8.0 Alternative Solutions

The Project Team presented an alternative planning solutions evaluation summary for the Bramalea Road corridor. The following alternatives have been considered:

- Do Nothing
- Improvements to Other Roadways
- Transportation Demand Management (TDM)
- Active Transportation (AT) Improvements (Pedestrian and Cyclists)
- Widen to Accommodate Queue Jump Lanes (with AT Improvements)
- Conversion of Curb Lanes to Dedicated HOV/Transit Lane ("Road Diet") (with AT Improvements)
- Widen Corridor to Accommodate 4 General Purpose Lanes (GPL) and 2 Dedicated HOV/Transit Lanes, including AT Improvements

9.0 Factors for Analysis and Evaluation

The following factors for analysis and evaluation were presented:

- Technical Considerations
- Socio-Economic Environment
- Natural Environment
- Cultural Environment
- Planning Objectives

10.0 Recommended Alternative Solution

To support future growth and travel demands within the City of Brampton, and to improve capacity along the Bramalea Road corridor, the following combination of alternative solutions are recommended to allow flexibility to address the identified problems and opportunities:

- TDM
- Active transportation improvements (pedestrian and cyclists)

Item:

Action:

- Widen the northern portion of the corridor to accommodate transit queue jump lanes
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes and due to closely spaced intersections, queue jump lanes are extended throughout as continuous transit lanes

This combination of alternative solutions will prioritize the needs for pedestrians, cyclists, transit then auto users, providing sufficient capacity for future growth and development in the City.

Conceptual figures of the Queue Jump Lanes and Cross-Sections were presented to provide visual representation of the potential corridor improvements.

11.0 Schedule

The Project Team is planning to host the virtual Public Information Centre (PIC) #1 from January 11, 2021 – February 8, 2021.

The Project Team will consider the comments received from this meeting and continue to move the project forward into the first Public Information Centre

12.0 Other Items/Questions

A question was raised if the construction work noted at the corner of Bramalea Road and Balmoral Drive was part of this study. The City committed to investigate. Subsequent to the meeting, the City of Brampton confirmed that the construction taking place at the northeast corner of Bramalea Road and Balmoral Drive is not related to this EA Study. This drilling work is being executed by Telecom Company (in contract with Bell) within the City's ROW. The work is to be completed by December 11, 2020.

Concerns were raised about heavy trucks traveling to and from the business at 75 Bramalea Road, as there is a by-law which restricts truck travel along Bramalea Road between Mayfield Road and East Drive. Per by-law 93-93, trucks making a delivery or pickup from 75 Bramalea Road are permitted to travel to the business, as exceptions for any vehicle engaged in making delivery to or a collection from a premises which cannot be reached except by way of a highway or a portion of highway where heavy truck restrictions are in place. The Project Team noted that the existing designated truck routes and by-laws will not change upon project implementation.

It was noted that the Williams Parkway improvements were no longer moving forward at this time, and that the City is not pursuing the six-lane route option. It was asked if this was the same for Bramalea Road. The Project Team noted we are not proposing six-lanes.

Due to COVID-19, the GO station currently has reduced travel demand. This may continue into the future. How has the project team responded to changes in travel demand due to the pandemic? The Project Team noted that we still default to previous traffic volumes, as these studies are assessed for years into the future. It

Item:

Action:

is not uncommon for studies to be updated as traffic changes from the time of the initial project implementation.

Has the adjacent Torbram Road been considered as an alternate for widening? It was noted that there is an industrial area along Torbram Road. The City of Brampton confirmed that Torbram Roads are being studied, and a different planning study is in the preliminary stages to determine the course of action.

The Project Team noted that the improved conditions of Bramalea Road for all modes of travel should reduce travelers use of parallel local and neighbourhood streets to bypass congestion. With improved flow of traffic along Bramalea Road, travelers will be inclined to stay on the corridor.

Speed limits along Bramalea Road will be reviewed, as speeding during non-peak travel times occurs. The existing speed limit is 60km/hr.

Based on the City of Brampton Transportation Master Plan, construction is proposed between 2025-2026.

The Project Team identified corridor constraints along Bramalea Road, including an underground parking structure. This will be taken into consideration during the design phases of the study.

Interest was noted for road widening improvements for the transport truck corridor along East Drive/Orenda Road. The City of Brampton noted that there are no road improvements planned there at this time.

The meeting adjourned at 7:30 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.



Isaac Bartlett P.Eng., ENV SP
Associate, Transportation
Phone: 519-675-6643
isaac.bartlett@stantec.com

From: [Lang, Sarah](#)
Cc: [Mohammad, Ghazanfar](#); [Parajuli, Bishnu](#); [Hohner, Paula](#); [Bartlett, Isaac](#)
Bcc: .

Group Meeting #2 - September 12, 2022

Date: Friday, September 23, 2022 10:30:00 AM
Attachments: [image001.png](#)

Hello,

Thank you for your continued interest in the City of Brampton, Bramalea Road Improvements, Municipal Class Environmental Assessment study. The project team carried out a stakeholder meeting with interested members of the public on September 12, 2022, where we presented project materials (Public Information Centre (PIC) #2 presentation) and answered questions from attendees. If you were unable to attend the meeting September 12th, the PIC materials are now available on the City of Brampton's website for review, www.brampton.ca/BramaleaEA.

The following questions were raised during the September 12th stakeholder meeting. The project team has prepared answers to these comments, which are provided below:

Question 1

Can the ZUM transit bus bay be relocated from the southeast corner of Dearbourne Boulevard, to the northeast corner of Dearbourne Boulevard?

Answer 1: The project team has consulted with City transit, reviewed the potential impacts, and are proposing to relocate the bus bay from the SE quadrant to the NE quadrant of the Bramalea Road / Dearbourne Boulevard.

Question 2

Can the southbound ZUM transit stop at the southwest corner of the Bramalea Road and Balmoral Drive intersection be relocated to the northwest corner of the intersection, closer to Bramalea Secondary School?

Answer 2: We will update our aerial imagery to reflect the expanded school parking lot and review the potential impacts that relocating the bus stop to the northwest corner of the intersection. We will have another discussion with City Transit about their preferred stop location, and we will connect the school to outline the two potential scenarios. Regarding the safety of the intersection, a controlled pedestrian crossing is being recommended, as with all crossings in the corridor. These intersections are being designed to meet the Accessibility for Ontarians with Disabilities Act requirements and provide a safe environment for all users.

Question 3

Would heavy trucks be able to use Bramalea Road following these improvements?

Answer 3: Reviewing the City of Brampton General Traffic Bylaw (No. 93-93 Part IX), updated Oct 26, 2021, the section of Bramalea Road from East Drive northerly past Queens Ave is designated as "No Heavy Vehicles Anytime". This status would be maintained. Information on this can be found on the City's website at <https://www.brampton.ca/EN/City-Hall/Bylaws/Pages/Traffic-By-law.aspx>.

If you have any additional questions or concerns, please don't hesitate to reach out to a member of the project team.

Bramalea Road Technical Advisory Committee Meeting #1

Bramalea Road Corridor Improvements / 165010590

Municipal Class Environmental Assessment from Queen Street E. to southern city limits

Date/Time: November 18, 2020 / 10:00 AM

Place: Microsoft Teams

Attendees: [Appendix A](#)

Distribution: All attendees, All absentees

Item:	Action:
<hr/>	
1.0	Introductions
Those at the meeting were introduced.	
The purpose of the first Technical Advisory Committee (TAC) meeting was to provide a review of the work completed for the multi-modal level of service (MMLOS) assessment, existing background studies, problem and opportunity statement, and evaluation of alternative solutions for the Bramalea Road Municipal Class Environmental Assessment (MCEA) Study from Queen Street East to the southern city limits, approximately 790 m south of Highway 407.	
2.0	Study Background – Transportation Planning
Using a presentation (attached), Stantec provided an overview of the Bramalea Road MCEA Study, including study background and existing conditions.	
The Project Team highlighted the proposed improvements along the corridor as per the City of Brampton Transportation Master Plan, the City of Brampton Active Transportation Master Plan, and Brampton 2040 Vision. These plans proposed widening Bramalea Road to 6 lanes, implementing a multi-use path/boulevard path for pedestrians and cyclists, and preparing the corridor to accommodate ZUM Rapid Transit respectively. The Brampton Vision 2040 highlights the importance of prioritizing walking, cycling, and transit above private vehicles. The Metrolinx 2041 Regional Transportation Plan identifies the Bramalea Rd corridor as a Priority Bus route, and provides key characteristics to be considered to accommodate the infrastructure.	
3.0	Land Use – Existing Conditions
Stantec presented several slides to illustrate the existing land use, using the City of Brampton Official Plan, Brampton 2040 Vision, and Secondary Plans surrounding the corridor. The slides summarized the existing land use conditions of the study area, and adjacent areas, and their influence on Bramalea Road corridor existing and future developments.	
4.0	Natural Environment – Existing Conditions
Stantec presented a summary of the Bramalea Road Natural Environment field study results. A Terrestrial Habitat Assessment was completed to identify existing vegetation and wildlife habitat features, in addition to Ecological Land	

Item:

Action:

Classification (ELC) mapping, Significant Wildlife Habitat (SWH) assessments, and a tree inventory. The study area is urbanized with few natural features and no aquatic features. No species at risk (SAR) or SAR habitat were observed within the study area.

5.0 Cultural Heritage – Existing Conditions

A Cultural Heritage Assessment Report was completed by Stantec. The field investigations determined there are 6 properties which retain Cultural Heritage Value or Interest within the study area. Three properties in proximity to or within the study area are listed on the City's Municipal Registrar of Cultural Heritage Resources.

A Stage 1 Archaeological Assessment has been completed. While the majority of the corridor has been disturbed/developed, any areas which remain undisturbed will require a Stage 2 Archaeological Assessment as there is potential for archaeological resources.

6.0 Transportation – Existing Conditions

Stantec presented the transportation existing and future conditions along Bramalea Road. The assessment considered population & employment characteristics, land use characteristics, transit routes, active transportation facilities, network capacity, Synchro & VISSIM modelling, and MMLOS analysis results to determine the existing conditions. Stantec specifically looked at the MMLOS for the following modes of transportation:

- Transit (TLOS)
- Bicycle (BLOS)
- Pedestrian (PLOS)
- Truck (TkLOS)
- Auto (ALOS)

The analysis of existing conditions for these modes of transportation resulted in the following LOS:

- TLOS – Level “E” or “F” along corridor segments, and LOS “D”, “E”, and “F” at intersections.
- BLOS – Level “E” or “F” along segments, and LOS “E”, and “F” at intersections. The multi-use path between Balmoral and Avondale results in a good LOS.
- PLOS – LOS “E” and “F” at intersections, and LOS “E” along segments.
- ALOS – Generally good LOS with some delays during Peak times. Intersections have LOS “D” or better.
- TkLOS – Truck movements were limited to the south portion of Bramalea Rd (south of East Drive). Generally operates with good LOS “A”.

Future ‘Do Nothing’ MMLOS analysis in 2041 resulted in the following:

Item:

Action:

- TLOS – Level “E” or “F” along corridor segments, and LOS “E” and “F” at intersections.
- BLOS – Level “E” or “F” along segments, and LOS “E” and “F” at intersections. The multi-use path between Balmoral and Avondale results in good LOS.
- PLOS – Level “E” or “F” at intersections, and LOS “E” along segments.
- ALOS – Generally good LOS with some delays during Peak times. Intersections have LOS “D” or better.
- TkLOS – Truck movement limited to south portion of Bramalea Rd. Generally operates well along corridor. Bramalea and Avondale intersection works at LOS “E”.

Stantec completed a draft Transportation report which details the capacity of future transit, and the potential shift between modes of transportation as a result of improved transit facilities.

Stantec confirmed that the mode shares used for the corridor modelling used data from existing/parallel studies completed by the City of Brampton. Stantec also confirmed ZUM transit was considered in this modelling.

Intersection and Mid-Block Safety has been evaluated along the corridor. Collision data and traffic counts will be used to determine the upgrades to various intersections along the Bramalea Road corridor.

7.0 Problem & Opportunities

Stantec presented the following Problem and Opportunities Statement:

The City of Brampton is transitioning from a historically “suburban” to a more “urban” development context. New infrastructure, transportation services, and travel demand management measures are required to accommodate this rapid growth while protecting established communities and businesses employment lands, foster intensified development, and is committed to rethinking how their transportation system can meet future demand.

Active Transportation – Poor pedestrian and bicycle level of service due to narrow sidewalks, high traffic volumes and operating speeds, along with missing sidewalks at the south limit of the study area. Bicycle facilities are generally missing throughout the corridor.

Transit – Operates generally at a poor level of service because of buses travelling in mixed traffic and in congested conditions during peak periods, with no transit priority measures.

Automobiles – Shows issues with level of service at certain locations that will worsen by 2031 and 2041.

Truck/Goods Movement – Shows issues with level of service at certain locations that will worsen by 2031 and 2041.

Item:

Action:

Due to projected growth in travel demand, Bramalea Road corridor is forecasted to experience multi-modal deficiencies. If not addressed, the road will become more congested, and alternative modes of transportation will continue to be underutilized. Therefore, the City of Brampton is carrying out this study to address these requirements in accordance with the Municipal Class EA process.

8.0 Alternative Solutions

The Project Team presented an alternative planning solutions evaluation summary for the Bramalea Road corridor. The following alternatives have been considered:

- Do Nothing
- Improvements to Other Roadways
- Transportation Demand Management (TDM)
- Active Transportation (AT) Improvements (Pedestrian and Cyclists)
- Widen to Accommodate Queue Jump Lanes (with AT Improvements)
- Conversion of Curb Lanes to Dedicated HOV/Transit Lane ("Road Diet") (with AT Improvements)
- Widen Corridor to Accommodate 4 General Purpose Lanes (GPL) and 2 Dedicated HOV/Transit Lanes, including AT Improvements

9.0 Factors for Analysis and Evaluation

The following factors for analysis and evaluation were presented:

- Technical Considerations
- Socio-Economic Environment
- Natural Environment
- Cultural Environment
- Planning Objectives

10.0 Recommended Alternative Solution

To support future growth and travel demands within the City of Brampton, and to improve capacity along the Bramalea Road corridor, the following combination of alternative solutions are recommended to allow flexibility to address the identified problems and opportunities:

- TDM
- Active transportation improvements (pedestrian and cyclists)
- Widen the northern portion of the corridor to accommodate transit queue jump lanes
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes and due to closely spaced intersections, queue jump lanes are extended throughout as continuous transit lanes

This combination of alternative solutions will prioritize the needs for pedestrians, cyclists, transit then auto users, providing sufficient capacity for future growth and development in the City.

Item:

Action:

Conceptual figures of the Queue Jump Lanes and Cross-Sections were presented to provide visual representation of the potential corridor improvements.

Technical studies will be completed to support the recommended solution. Stantec is to provide the Stormwater Management Plan to the Region of Peel once complete.

Stantec

Stantec noted that each intersection would be looked at individually in the next phase of the study to determine the best solution for that area. Any adjustments will be highlighted in the Environmental Study Report (ESR).

Corridor constraints will help shape the overall recommended solution. Stantec confirmed all corridor constraints will be identified in the next phases of the study. Hydro One noted the presence of existing infrastructure in the southern portion of the corridor, and limited potential to relocate. Stantec to evaluate in next phases and communicate with Hydro One.

Stantec

11.0 Schedule

The Project Team is planning to host the virtual Public Information Centre (PIC) #1 from January 11, 2021 – February 8, 2021.

The Project Team will consider the comments received from this meeting and continue to move the project forward into the agency and stakeholder consultations.

12.0 Other Items

The Project Team will discuss the potential to evaluate an additional alternative solution at the Steeles Avenue and Bramalea Road intersection. The Region of Peel noted the delays/queues of vehicle traffic at this intersection, and recommended modelling for six (6) general purpose lanes (GPL) to compare results against four (4) GPL and 2 Queue Jump Lanes.

Stantec/
City of
Brampton

The meeting adjourned at 11:00 AM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.



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Phone: 519-675-6643
isaac.bartlett@stantec.com

Appendix A – Attendee List

Mario Goolsarran	City of Brampton, Senior Project Engineer, Infrastructure Planning
Soheil Nejatian	City of Brampton, Project Engineer, Infrastructure Planning
Brian Lakeman	City of Brampton, Transportation & Infrastructure Policy Planner
Matey Matev	Hydro One, Senior Network Management Officer
Nigel Ward	Bell, Specialist, Marketing Communications
Yousaf Shah	Metrolinx, Senior Advisor, Transit Network Planning
Tamara Alexander	Region of Peel, Construction Technician
Michael Bennington	Region of Peel, Supervisor, Public Health
Kiran Ghai	Region of Peel, Research & Policy Analyst, Peel Public Health
Bob Nieuwenhuysen	Region of Peel, Manager, Roads Design and Construction
Hashim Hamdani	Region of Peel, Supervisor, Traffic Development
Mohammad Hassan	Region of Peel, Technical Analyst
Steven Kovach	Region of Peel, Manager, Capital Acquisitions
Anna Lee	Region of Peel, Program Manager
Waliullah Memon	Region of Peel, Manager, Development Engineering
Mina Zare	Region of Peel, Technical Analyst
Syeda Banuri	Region of Peel, Project Manager
Phillip Sousa	Peel District School Board, Planning Officer
Emma Benko	TRCA, Planner I
Morelli Jairo	TRCA, Water Resources Engineering
Suzanne Bevan	TRCA, Infrastructure Planning and Permits
Isaac Bartlett	Stantec, Project Manager
Arash Mirhoseini	Stantec, Senior Transportation Planner
Paula Hohner	Stantec, Senior Environmental Planner
Sarah Lang	Stantec, Environmental Planner

Bramalea Road Technical Advisory Committee Meeting #2

Bramalea Road Corridor Improvements / 165010590

Municipal Class Environmental Assessment from Queen Street E. to southern city limits

Date/Time: September 7, 2022 / 1:30 PM

Place: Microsoft Teams

Attendees: [Appendix A](#)

Distribution: All attendees, All absentees

Action:

Those at the meeting were introduced.

The purpose of this second Technical Advisory Committee (TAC) meeting was to provide a project update and review the draft Public Information Center (PIC) #2 presentation and updated roll plan for the Bramalea Road Municipal Class Environmental Assessment (MCEA) Study from Queen Street East to the southern city limits.

Stantec presented the draft PIC displays and confirmed that the presentation will be circulated to meeting attendees. Stantec

City of Brampton noted that the intersection design at Queen Street is considered interim, as the future BRT design will govern. The BRT design will be implemented where specified once the design is complete.

Stantec to provide the traffic study completed for the justification of removing the right-turn channels at the Queen St. and Steeles Ave. intersections. Region of Peel noted that different LT and RT signal movements can be implemented to potentially improve intersection LOS. Stantec

Region of Peel expressed interest in both retaining the right-turn channels at the regional intersections, as well as removing them. Region of Peel is to provide guidance on whether the right-turn channels and the Queen St. and Steeles Ave. intersections should be removed or retained prior to PIC#2 to provide clarity on desired intersection design. Region of Peel

Region of Peel noted that expanding the channelization islands will increase the time required for snow removal on the islands.

City of Brampton noted that the BRT design is in the preliminary stages, and there is no proposed design available. City of Brampton to provide the Region with the draft geometric design criteria for the BRT design. City of Brampton

Region of Peel expressed concern with the bus stop located on the SE corner of the Queen St. intersection. This location may cause buses to block the RT channel in this quadrant. The City of Brampton confirmed that those locations were provided by their transit department. The City will review the stop locations once the intersection configuration is confirmed in order to mitigate impacts. City of Brampton

Stantec noted that the Steeles Avenue intersection will not have a BRT design, but it will need to accommodate the LCV turning movements specified by CNR.

Action:

City of Brampton noted that the preliminary design within the project limits will be provided to Alectra to establish an above ground and below ground relocation plan. The City will review the plans and anticipated costs and confirm which relocation is preferred.

City of
Brampton

Stantec noted that the Stormwater Management (SWM) Report is ongoing.

TRCA noted that the study area is not within the regulated area and its primary interest is stormwater management. A copy of the Natural Environment Study is not necessary to be sent for review but can be circulated for information only.

Enbridge questioned if any roadway widening is required as a part of this preliminary design. It was noted that widening will be required, particularly between Alexandria Gate and Steeles Avenue, as well as at the regional intersections and acceleride bus stop locations. Enbridge reminded the design team that Enbridge mark-ups will be required at the 60% design phase.

Bell questioned the construction timeline. The City noted that this project will not be constructed until 2025/2026.

The meeting adjourned at 3:00 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.



Isaac Bartlett P.Eng., ENV SP
Associate, Transportation
Phone: 519-675-6643
isaac.bartlett@stantec.com

Appendix A – Attendee List

Bishnu Parajuli	City of Brampton, Manager, Infrastructure Planning Manager
Ghazanfar Mohammad	City of Brampton, Senior Project Engineer, Infrastructure
Grace Gorzynska	City of Brampton, Project Engineer, Infrastructure
Sona Nezami	Region of Peel, Project Manager, Design and Construction
Mohammed Hassan	Region of Peel, Technical Analyst, Traffic
Steven Kovach	Region of Peel, Manager, Capital Acquisitions
Damian Jamroz	Region of Peel, Supervisor, Traffic Operations
Julian Perez	Region of Peel, Senior Operation Technician
Roger Silva	Region of Peel, Technical Analyst, Traffic
Neal Smith	Region of Peel, Project Manager, Transportation
Heather Crawford	Region of Peel, Project Manager, Infrastructure Programming
Hashim Hamdani	Region of Peel, Supervisor, Traffic Development
Daniel Eberhardt	Region of Peel, Technical Analyst, Road Operations and Maintenance
Rebecca Caughey	Region of Peel, Supervisor, Traffic Signals and Street Lighting
Trina Fernandes	Region of Peel, Technical Analyst, Traffic Signals and Street Lighting
Michael Benington	Region of Peel, Supervisor, Public Health
Michelle Ng	Region of Peel, Technical Analyst, Public Health
Syed Quli	Metrolinx, Project Manager, Thirds Party Projects
Derek Brunelle	Metrolinx, Project Manager, Thirds Party Projects
Alvin Chan	Metrolinx, Project Manager, Construction Services
Leah Chrishimba Simwanza	Metrolinx, Project Manager, Thirds Party Projects
Jeff Booker	407 ETR, Senior Manager, Highway Technical Services
Dragan Mrkela	407 ETR, Highway Engineering Technologist
Djane Kwasi	407 ETR, Highway Engineer
Emma Benko	TRCA, Planner
Dave A. Robison	Alectra Utilities
Emily Pelleja	Alectra Utilities
Evguenia Clark	Enbridge, Supervisor
Adrian Persaud	Bell, Project Manager, Structures
Stacey Cove	Bell, Designer
George Awad	Bell, Designer
Daniel Mulindwa	Rogers, Municipal and Utility Relations Specialist
Isaac Bartlett	Stantec, Project Manager
Paula Hohner	Stantec, Senior Environmental Planner
Regan O'Henly	Stantec, EIT
Sarah Lang	Stantec, Environmental Planner

MECP Correspondence

From: [Bell, Trevor \(MECP\)](#)
To: [Micks, Sarah](#)
Cc: [Hohner, Paula](#); [Mohammad, Ghazanfar](#); [Bartlett, Isaac](#); [Antunes, Marinha \(MECP\)](#); [Battarino, Gavin \(MECP\)](#); [Zeng, Rui \(MECP\)](#); [Martin, Paul \(MECP\)](#); [Lim, Connie](#)
Subject: RE: Bramalea Road Corridor Improvements - Schedule C Municipal Class EA
Date: Tuesday, March 28, 2023 3:28:01 PM

Good afternoon,

The following summarizes the Ministry of Environment, Conservation and Parks, Central Region Technical Support Section (TSS) Air Unit comments on the responses to the ministry's previous comments of December 23, 2022. The ministry's TSS reviewed the proponent's response summarized in the Stantec letter dated January 23, 2023.

Based on the traffic projections for this study area (10-60% increase), the ministry recommended a quantitative Air Quality Impact Assessment (AQIA report) for the proposed Bramalea Corridor Improvements Class EA project. The proponent's response indicated that air dispersion modelling is not warranted for this specific project. As per the March 24th, 2023 meeting, the ministry is requesting additional supporting documentation on the following items:

1. The heavy-duty vehicle (HDV) fleet distribution comprises 1.8% trucks and 2.5% of other HDV. According to the AQIA report, this fleet distribution is expected to remain the same in the future. Please provide the reference and supporting data for the current and future HDV estimates.
2. Please provide studies and/or transit data to support that the proposed queue jump lanes will alleviate congestion in the main intersections of the Bramalea corridor.
3. The objective for this proposed undertaking is to encourage multi-mode active transportation which entails walking, cycling and transit. Further to the mitigation measures discussed, the ministry recommends the proponent to integrate a commitment to vegetate areas, where the highest air quality impacts are expected, with coniferous hedges and/ or shrubs due to the proximity of the sensitive receptors to Bramalea Road (EPA 600/R-16/072, July 2016).
4. Additional initiatives, such as implementation of electric buses in the future as discussed in the meeting, should be included in the AQIA report. A brief discussion on how these initiatives will impact greenhouse gas emissions for the future build scenario versus the current scenario should also be included in the AQIA report.

Please note that the requested information noted above is essential to support the conclusions that the proposed queue jump lane and other mitigation measures will alleviate congestion, attract active modes of transportation, and thus ameliorate the air quality levels.

We look forward to receiving your submission in response to this information request.

Feel free to contact me directly if you have any questions.

Thanks,
Trevor

Trevor Bell | Regional Environmental Planner
Project Review Unit, Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1
New Phone: 437-770-3731 | trevor.bell@ontario.ca

From: Micks, Sarah <Sarah.Micks@stantec.com>
Sent: March 21, 2023 12:08 PM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Antunes, Marinha (MECP) <Marinha.Antunes@ontario.ca>; Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Martin, Paul (MECP) <Paul.D.Martin@ontario.ca>; Lim, Connie <Connie.Lim@stantec.com>
Subject: RE: Bramalea Road Corridor Improvements - Schedule C Municipal Class EA

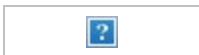
CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Trevor,

The March 24th or March 28th time slots are most preferred on our end. Would you like me to send out the meeting invite?

Thanks,

Sarah Micks
Environmental Planner
sarah.micks@stantec.com
Direct: 519-432-4292
Stantec



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From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>

Sent: Tuesday, March 21, 2023 10:44 AM

To: Micks, Sarah <Sarah.Micks@stantec.com>

Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Antunes, Marinha (MECP) <marinha.antunes@ontario.ca>; Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Martin, Paul (MECP) <Paul.D.Martin@ontario.ca>; Lim, Connie <Connie.Lim@stantec.com>

Subject: RE: Bramalea Road Corridor Improvements - Schedule C Municipal Class EA

Hi Sarah,

We are available at the following times:

- Friday, March 24 @ 2:00pm-3:00pm
- Tuesday, March 28 @ 1:00pm-3:00pm
- Wednesday, March 29 @ 9:30-11am
- Thursday, March 30 @ 9:30-11am
- Friday, March 31 @ 1-3pm

Thanks,
Trevor

From: Bell, Trevor (MECP)

Sent: March 17, 2023 10:03 AM

To: Micks, Sarah <Sarah.Micks@stantec.com>

Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Antunes, Marinha (MECP) <Marinha.Antunes@ontario.ca>; Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Martin, Paul (MECP) <Paul.D.Martin@ontario.ca>; Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca>; Lim, Connie <Connie.Lim@stantec.com>

Subject: RE: Bramalea Road Corridor Improvements - Schedule C Municipal Class EA

Hi Sarah,

Thanks for providing your team's availability. I'll get back to you early next week with an invite.

Thanks,
Trevor

From: Micks, Sarah <Sarah.Micks@stantec.com>

Sent: March 17, 2023 9:17 AM

To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>

Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Antunes, Marinha (MECP) <Marinha.Antunes@ontario.ca>; Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Martin, Paul (MECP) <Paul.D.Martin@ontario.ca>; Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca>; Lim, Connie <Connie.Lim@stantec.com>

Subject: RE: Bramalea Road Corridor Improvements - Schedule C Municipal Class EA

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Trevor,

Thank you for providing your comments. Please see the project teams availability to meet, below:

- Friday, March 24 @ 9:00am-12:00pm, 2:00pm-3:00pm
- Tuesday, March 28 @ 1:00pm-3:00pm
- Wednesday, March 29 @ 9:00am-11:00am
- Thursday, March 30 @ 9:00am-11:00am
- Friday, March 31 @ 9:00am-12:00pm, 1:00-3:00pm

Please let me know if additional dates are needed.

Thanks!

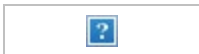
Sarah Micks

Environmental Planner

sarah.micks@stantec.com

Direct: 519-432-4292

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From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>

Sent: Thursday, March 16, 2023 2:59 PM

To: Micks, Sarah <Sarah.Micks@stantec.com>

Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Antunes, Marinha (MECP) <marinha.antunes@ontario.ca>; Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>; Martin, Paul (MECP) <Paul.D.Martin@ontario.ca>; Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca>

Subject: RE: Bramalea Road Corridor Improvements - Schedule C Municipal Class EA

Hi Sarah,

The ministry has additional questions regarding the responses provided in the letter dated January 23, 2023, related to our air quality comments on the draft Environmental Study Report for the Bramalea Road Corridor Improvements Schedule C Municipal Class EA.

The responses in the January 23, 2023 letter are missing data to support the conclusion that the proposed queuing jump lanes for transit (the preferred alternative) will in fact reduce congestion from the existing scenario versus the future build and non-build scenario. The ministry is requesting additional data to support the conclusions noted in the air quality qualitative impact assessment and why additional modelling is not warranted for this project.

In the interest of expediency and to help facilitate project timelines, the ministry's Central Region Technical Support Section is recommending to have a call on MS Teams with the project team's air technical staff. The meeting is intended to discuss the details required for the qualitative impact assessment, such as including traffic emissions data between the existing and future scenarios, rather than the traffic volume data. Additionally, the ministry is requesting supporting documentation for the estimated 5% heavy duty vehicles in the study corridor area.

Please let me know your team's availability for a virtual meeting on MS Teams in the next week or two, and I will coordinate a time that works for everybody.

Thanks, and feel free to let me know if you have any questions.

Sincerely,
Trevor

Trevor Bell | Regional Environmental Planner
Project Review Unit, Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1
New Phone: 437-770-3731 | trevor.bell@ontario.ca

From: Bell, Trevor (MECP)
Sent: March 14, 2023 3:37 PM
To: Micks, Sarah <Sarah.Micks@stantec.com>
Cc: Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca>; Hohner, Paula <Paula.Hohner@stantec.com>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Antunes, Marinha (MECP) <Marinha.Antunes@ontario.ca>; Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>
Subject: RE: Bramalea Road Corridor Improvements - Schedule C Municipal Class EA

Hi Sarah,

Thanks for your email. We are working on follow-up comments related to the responses we received to some of our original air quality comments. I anticipate the comments should be finalized by early next week. I will be in touch with you as soon as they are available.

Thanks,
Trevor

From: Micks, Sarah <Sarah.Micks@stantec.com>

Sent: March 14, 2023 2:52 PM

To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; EA Notices to CRegion (MECP) <eanotification.cregion@ontario.ca>

Cc: Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca>; Hohner, Paula <Paula.Hohner@stantec.com>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Antunes, Marinha (MECP) <Marinha.Antunes@ontario.ca>; Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>

Subject: RE: Bramalea Road Corridor Improvements - Schedule C Municipal Class EA

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Hello Trevor,

Just following up on the email chain below; does MECP have any further input on the City of Brampton, Bramalea Road EA draft ESR? We would like to issue the Notice of Study Completion for the study in the coming weeks, so we are hoping to wrap up any outstanding comments and finalize our ESR.

I've attached a copy of Isaac Bartlett's January 23, 2023 email, which included our responses to MECP's comments. Please let us know if you'd like to discuss in greater detail.

Thank you!

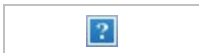
Sarah Micks

Environmental Planner

sarah.micks@stantec.com

Direct: 519-432-4292

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From: Bartlett, Isaac <isaac.bartlett@stantec.com>
Sent: Tuesday, February 14, 2023 1:20 PM
To: Antunes, Marinha (MECP) <marinha.antunes@ontario.ca>; Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>
Cc: Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca>; Lang, Sarah <Sarah.Lang@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bell, Trevor (MECP) <trevor.bell@ontario.ca>; eanotification.cregion@ontario.ca
Subject: RE: Bramalea Road Corridor Improvements - Schedule C Municipal Class EA

Hi Gavin and Marinha,

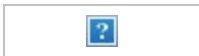
While Trevor is away, I wanted to reach out to you to see if you had any input into our responses to the comments previously provided. We are tracking to wrap up this study and publish the ESR by the end of the month, so any further input would be appreciated prior to then.

Thanks for your comments and participation to date!

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

Direct: 519-675-6643
Mobile: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

Stantec



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From: Bartlett, Isaac
Sent: Monday, January 23, 2023 2:31 PM
To: 'Bell, Trevor (MECP)' <Trevor.Bell@ontario.ca>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Cc: Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>; Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca>; Antunes, Marinha (MECP) <marinha.antunes@ontario.ca>; Lang, Sarah <Sarah.Lang@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>
Subject: RE: Bramalea Road Corridor Improvements - Schedule C Municipal Class EA

Good afternoon Trevor,

Thank-you for taking the time to review the draft ESR and provide comments on behalf of the MECP. We offer the attached in response to the comments. Please let us know if you or anyone on your team wishes to discuss any of these items in greater detail, and we will be happy to set up a call.

Cheers,

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

Direct: 519-675-6643
Mobile: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

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From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Friday, December 23, 2022 3:51 PM
To: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Cc: Battarino, Gavin (MECP) <Gavin.Battarino@ontario.ca>; Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca>; Antunes, Marinha (MECP) <marinha.antunes@ontario.ca>; Lang, Sarah <Sarah.Lang@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: Bramalea Road Corridor Improvements - Schedule C Municipal Class EA

Good afternoon,

Please find attached a letter from the Ministry of the Environment, Conservation and Parks, Environmental Assessment Branch, regarding the above mentioned project. Feel free to contact me directly with any questions or concerns you may have.

Sincerely,

Trevor Bell | Regional Environmental Planner
Project Review Unit, Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1
New Phone: 437-770-3731 | trevor.bell@ontario.ca

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Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

Ministry of the Environment,
Conservation and Parks

Environmental Assessment Branch

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Ministère de l'Environnement, de la
Protection de la nature et des Parcs

*Direction des évaluations
environnementales*

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Téléc. : 416 314-8452



December 23, 2022

Ghazanfar Mohammad
Acting Manager, Infrastructure Planning
City of Brampton
ghazzanfar.mohammad@brampton.ca

BY EMAIL ONLY

Re: **Bramalea Road Corridor Improvements
City of Brampton
Schedule C Municipal Class Environmental Assessment
Draft Environmental Study Report**

Dear Mr. Mohammad,

The Ministry of the Environment, Conservation and Parks (ministry) has reviewed the draft Environmental Study Report (report) prepared by Stantec, dated November 2022, for the Schedule C Municipal Class Environmental Assessment for Improvements to the Bramalea Road Corridor (project) in the City of Brampton.

The purpose of the project was to identify a preferred solution for improvements to Bramalea Road to ease congestion and accommodate future growth, while providing better links to active transportation, facilitating efficient transit connections, and providing accessibility improvements for all road users.

We understand that the preferred solution incorporates a combination of alternative solutions including:

- Transportation Demand Management.
- Active transportation improvements (pedestrian and cyclists) including a multi-use pathway on either side of the corridor.
- Widening the northern portion of the corridor to accommodate transit queue jump lanes.
- Widening the southern portion of the corridor to accommodate 4 general purpose lanes and due to closely spaced intersections, Queue jump lanes are extended throughout as continuous transit lanes.

We offer the following comments:

Air Quality

Based on the traffic projections for this study area, the ministry's Technical Support Section recommends conducting a quantitative Air Quality Impact Assessment (AQIA report) for the project. The following comments and recommendations explain the ministry's rationale for requesting a quantitative AQIA for the proposed Bramalea Corridor Improvements:

1. The current Bramalea corridor services many transit routes (7 Brampton Transit Bus Routes and 2 Zum Bus Routes).
2. The current scenario, as described in the qualitative AQIA report, refers to the existing Bramalea road as a Minor Arterial Road which consists of 4 general purpose travel lanes with sidewalks on the East and West side of the corridor, which are discontinued South of Steeles Avenue.
3. The Bramalea GO Station is located at the intersection of Bramalea Road and Steeles Avenue East which is part of the proposed undertaking. This GO Station is a mobility hub servicing GO Buses and GO Rail connections.

Based on the qualitative AQIA report, this mobility hub area is subject to several separate on-going studies to assess future development. The proposed traffic growth in the area will also impact this project. This should be discussed in the quantitative AQIA report by referencing other traffic studies near the study area and summarizing any modelled air quality impacts.

4. The qualitative AQIA report presents the traffic projections between “Existing 2018” to “Do Nothing 2041”. Additionally, the report defines three scenarios for this undertaking as follows:
 - a. Scenario 1 - conversion of general-purpose lanes to HOV lanes,
 - b. Scenario 2 - Road widening with HOV Lanes,
 - c. Scenario 3 - Queue Jump Lanes.

The preferred future build scenario (2041) for the Bramalea corridor improvements should be clarified in the quantitative AQIA report.

5. It is unclear if Section 5 “Traffic Change and Projections” of the qualitative AQIA includes the truck and bus fleet distribution for this study area. Section 4 only lists the mode of transportation and does not provide the proposed fleet distribution in the future build scenario (2041).

Based on the existing land use surrounding the study area, which includes commercial and industrial facilities, the ministry recommends including a comparison between heavy and light duty vehicles in the quantitative AQIA report. The fleet distribution is critical to know when the projected traffic volume growth is expected to be between 10% to 64% at selected locations along the Bramalea corridor. Please clarify how much of this increase is due to light duty vehicles versus heavy duty vehicles.

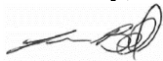
6. As per Section 5, modelling was done for the Multi-Modal Level of Service assessment. However, there were no modelled air quality predictions for each scenario. Air dispersion modeling should be included in the quantitative AQIA Report.
7. The implementation of mitigation measures listed in Section 6 for traffic and air quality improvements are acceptable and should be included in the AQIA Report.
8. Construction impacts, including dust management to minimize off-site impacts, should be addressed in the quantitative AQIA Report.
9. Lastly, a greenhouse gas assessment section should be included in the quantitative AQIA Report (i.e., greenhouse emissions between the current and future build scenario).

Consultation with Indigenous Communities

10. The report indicates that consultation with Indigenous communities included follow-up phone calls and emails. Please document any attempts to follow-up with Indigenous communities in the record of consultation with Indigenous communities in Appendix A.
-

Thank you for the opportunity to review the report. Please feel free to contact me directly at (437) 770-3731 or trevor.bell@ontario.ca with any questions you may have.

Sincerely,



Trevor Bell
Regional Environmental Planner
Project Review Unit

Cc: Gavin Battarino, Supervisor, Project Review Unit, EAB, MECP
Tina Dufresne, Manager, Halton-Peel District Office, MECP
Marinha Antunes, Air Quality Analyst, TSS, Central Region, MECP
Sarah Lang, Environmental Planner, Stantec
Paula Hohner, Associate, Senior Environmental Planner, Stantec
Isaac Bartlett, Associate Transportation, Stantec

TRCA Correspondence

From: [Lang, Sarah](#)
To: [Emma Benko](#)
Cc: [Mohammad, Ghazanfar](#); [Bartlett, Isaac](#); [Hohner, Paula](#)
Subject: Draft SWM Report and ESR for Review - Bramalea Road Improvements EA, City of Brampton
Date: Friday, November 25, 2022 2:21:00 PM
Attachments: [rpt_10590_ESR_dft_20221124.pdf](#)
[rpt_165010590_DR_20221123_lm-rev.pdf](#)

Good Afternoon Emma,

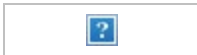
The City of Brampton retained Stantec Consulting Ltd. to complete the Schedule 'C' Municipal Class Environmental Assessment for the Bramalea Road Improvements study. The draft Stormwater Management Report, along with the draft Environmental Study Report are available for TRCA's review, and are attached to this email.

Please let me know if you have any questions or concerns.

Thank you!

Sarah Lang
Environmental Planner
sarah.lang@stantec.com
Direct: 519-432-4292

Stantec



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Please consider the environment before printing this email.

From: [Emma Benko](#)
To: [Lang, Sarah](#)
Cc: [Shirin Varzgani](#); [Mohammad, Ghazanfar](#); [Bartlett, Isaac](#)
Subject: RE: Draft SWM Report and ESR for Review - Bramalea Road Improvements EA, City of Brampton
Date: Wednesday, January 18, 2023 2:20:49 PM
Attachments: [image001.png](#)
[CFN 54634 - Bramalea Road Corridor Improvements \(Queen to 407\) - TRCA Response to Draft Reports - Appendix A.docx](#)
[CFN 54634 - Bramalea Road Corridor Improvements \(Queen to 407\) - TRCA Response to Draft Reports.pdf](#)

Hi Sarah,

Apologies for the late response. Please find attached TRCA response to the Draft SWM Report and Draft ESR for the above noted project.

Please let me know if you have any questions. Thank you,

Emma Benko (She/Her)

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: [\(437\) 880-2422](tel:437-880-2422)

E: emma.benko@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | trca.ca



From: Lang, Sarah <Sarah.Lang@stantec.com>

Sent: Tuesday, January 17, 2023 10:08 AM

To: Emma Benko <emma.benko@trca.ca>

Subject: RE: Draft SWM Report and ESR for Review - Bramalea Road Improvements EA, City of Brampton

Hi Emma,

Just wanted to check in on this again to see if there are any questions from TRCA on the Bramalea Road ESR.

Thanks,

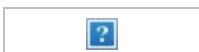
Sarah Lang

Environmental Planner

sarah.lang@stantec.com

Direct: 519-432-4292

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From: Emma Benko <emma.benko@trca.ca>
Sent: Thursday, January 5, 2023 9:51 AM
To: Lang, Sarah <Sarah.Lang@stantec.com>
Cc: Mohammad, Ghazanfar <ghazanfar.mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>
Subject: RE: Draft SWM Report and ESR for Review - Bramalea Road Improvements EA, City of Brampton

Hi Sarah,

Happy New Year!

Technical staff are currently reviewing the draft SWM report and ESR. We are expecting to have comments out to you by the end of next week.

Thank you,

Emma Benko (She/Her)

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: [\(437\) 880-2422](tel:(437)880-2422)

E: emma.benko@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



Toronto and Region
Conservation
Authority

From: Lang, Sarah <Sarah.Lang@stantec.com>
Sent: Tuesday, January 3, 2023 1:33 PM
To: Emma Benko <emma.benko@trca.ca>
Cc: Mohammad, Ghazanfar <ghazanfar.mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>
Subject: RE: Draft SWM Report and ESR for Review - Bramalea Road Improvements EA, City of Brampton

Hello Emma,

I hope you had great holidays and wishing you a happy new year!

We are hoping to wrap up the EA for the Bramalea Road Improvements in the coming weeks. I'm just checking in with you to find out if TRCA has any comments or questions regarding the draft ESR I sent over November 25th?

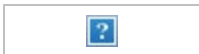
Please let me know if there is anything TRCA would like to discuss in greater detail - we will be happy to answer!

Thank you,

Sarah Lang

Environmental Planner
sarah.lang@stantec.com
Direct: 519-432-4292

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Please consider the environment before printing this email.

From: Lang, Sarah

Sent: Friday, November 25, 2022 2:22 PM

To: Emma Benko <emma.benko@trca.ca>

Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>

Subject: Draft SWM Report and ESR for Review - Bramalea Road Improvements EA, City of Brampton

Good Afternoon Emma,

The City of Brampton retained Stantec Consulting Ltd. to complete the Schedule 'C' Municipal Class Environmental Assessment for the Bramalea Road Improvements study. The draft Stormwater Management Report, along with the draft Environmental Study Report are available for TRCA's review, and are attached to this email.

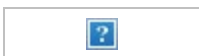
Please let me know if you have any questions or concerns.

Thank you!

Sarah Lang

Environmental Planner
sarah.lang@stantec.com
Direct: 519-432-4292

Stantec



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January 18, 2023

CFN 54634

BY E-MAIL ONLY (Ghazanfar.Mohammad@brampton.ca)

Ghazanfar Mohammad
City of Brampton
1975 Williams Parkway
Brampton, ON L6S 6E5

Dear Ghazanfar Mohammad,

**Re: Response to Draft Stormwater Management Report and Draft Environmental Study Report
Bramalea Road Corridor Improvements
Municipal Class Environmental Assessment – Schedule C
Etobicoke Creek Watershed; City of Brampton; Regional Municipality of Peel**

Toronto and Region Conservation Authority (TRCA) staff received the draft Stormwater Management Report dated November 24, 2022 and draft Environmental Study Report dated November 2022 for the above noted project on November 25, 2022.

PROJECT OVERVIEW

It is our understanding that this study involves undertaking improvements to Bramalea Road from Queen Street East to approximately 790 m south of Highway 407, in the City of Brampton. The existing corridor consists of 4 general purpose travel lanes, with sidewalks on the east and west sides of the corridor, which become discontinuous south of Steeles Avenue. The Environmental Assessment (EA) is being undertaken to support the projected growth that is forecasted to cause multi-modal deficiencies within the Bramalea Road Corridor. The preferred alternative design is as follows:

Bramalea Road & Queen Street East Intersection

- Queue Jump Lanes with Bus Pads and Active Transportation Facilities (where possible)

Queen Street East to Dearbourne Boulevard (Segment 1)

- Active Transportation Facilities, Bus Pads

Dearbourne Boulevard to Steeles Avenue (Segment 2)

- Active Transportation Facilities, Continual Queue Jump Lanes with Bus Pads, Two-way Left Turn Lane

Bramalea Road & Steeles Avenue Intersection

- Queue Jump Lanes with Bus Pads and Active Transportation Facilities (where possible)

Steeles Avenue to Southern City Limits (Segment 3)

- Active Transportation Facilities

PROJECT REVIEW

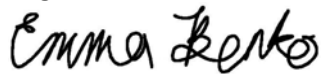
TRCA staff have completed the review of the draft Stormwater Management Report and the draft Environmental Study Report and provide comments in Appendix A. Staff look forward to reviewing additional technical information through the environmental assessment process as outlined in TRCA comments on the Notice of Commencement.

RESUBMISSION REQUIREMENTS

Please ensure TRCA receives a digital copy of the Notice of Study Completion, as well one (1) digital copy of the final ESR/PFR. The final EA document should be accompanied by a covering letter which uses the numbering scheme provided in this letter and identifies how these comments have been addressed. Digital materials must be submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages. Materials may be submitted on discs, via e-mail (if less than 5 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

Should you have any questions or require any additional information please contact me at 437-880-2422 or at emma.benko@trca.ca.

Regards,



Emma Benko
Planner, Infrastructure Planning and Permits
Development and Engineering Services

Attached: Appendix A TRCA Comments and Proponent Responses

BY E-MAIL

cc:	Consultant:	Isaac Bartlett, (Isaac.Bartlett@stantec.com)
		Sarah Long (Sarah.Lang@stantec.com)
	TRCA:	Shirin Varzgani, Senior Planner, Toronto and Region Conservation Authority

APPENDIX A: TRCA COMMENTS AND PROPONENT RESPONSES

ITEM	TRCA COMMENTS (January 18, 2023)	PROPONENT/CONSULTANT RESPONSE (INSERT DATE)
Stormwater Management (SWM) Comments		
1.	TRCA Staff defer the review of the proposed storm sewer to the City and confirm it will comply with the City's SWM standards	
2.	It appears that the proposed water quality control measures would be provided for the additional paved area only. However, water quality should be provided for the entire paved areas unless such control is already provided for the existing impervious surfaces. Please clarify or consider providing the required water quality control for the entire paved road.	
3.	Staff encourage the applicant to provide an Enhanced level of water quality protection (80% TSS removal). Essentially, OGS units are recommended as a pre-treatment device or may be used as part of a multi-component (treatment train) approach to achieving Enhanced quality control. Please provide the preliminary OGS sizing and supporting calculation at this stage rather than at the detailed design stage.	
4.	The location of the Low Impact Development LID measures has been deferred to detailed design. Typically, staff require the proponent to indicate the location of the proposed LID at this stage to ensure the availability of land within the ROW or public areas. Staff will defer this issue to the City of Brampton engineering staff for confirmation and approval.	
5.	At the detailed design stage, please submit an erosion and sediment control plan and report which follows the <i>Erosion and Sediment Control Guideline for Urban Construction, 2019</i> . The most up-to-date guideline can be found at https://sustainabletechnologies.ca/app/uploads/2020/01/ESC-Guide-for-Urban-Construction_FINAL.pdf	

From: [Emma Benko](#)
To: [Bartlett, Isaac](#)
Cc: [Shirin Varzgani](#); [Mohammad, Ghazanfar](#); [Micks, Sarah](#)
Subject: RE: Draft SWM Report and ESR for Review - Bramalea Road Improvements EA, City of Brampton
Date: Thursday, February 23, 2023 2:07:10 PM
Attachments: [image001.png](#)

Hi Isaac,

Thank you for the response, I have included the letter in the project file.

Thanks,

Emma Benko (She/Her)

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: [\(437\) 880-2422](tel:(437)880-2422)

E: emma.benko@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | trca.ca



From: Bartlett, Isaac <isaac.bartlett@stantec.com>
Sent: Monday, February 13, 2023 2:36 PM
To: Emma Benko <emma.benko@trca.ca>; Lang, Sarah <Sarah.Lang@stantec.com>
Cc: Shirin Varzgani <Shirin.Varzgani@trca.ca>; Mohammad, Ghazanfar <ghazanfar.mohammad@brampton.ca>
Subject: RE: Draft SWM Report and ESR for Review - Bramalea Road Improvements EA, City of Brampton

Good afternoon Emma,

Thanks for the input. On behalf of the team, please see attached responses to your comments. Please let me know if you have any questions.

Cheers,

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

Direct: 519-675-6643

Mobile: 519-282-3230

Fax: 519-645-6575

isaac.bartlett@stantec.com

Stantec

APPENDIX A: TRCA COMMENTS AND PROPONENT RESPONSES

ITEM	TRCA COMMENTS (January 18, 2023)	PROponent/CONSULTANT RESPONSE (February 13, 2023)
Stormwater Management (SWM) Comments		
1.	TRCA Staff defer the review of the proposed storm sewer to the City and confirm it will comply with the City's SWM standards	Acknowledged.
2.	It appears that the proposed water quality control measures would be provided for the additional paved area only. However, water quality should be provided for the entire paved areas unless such control is already provided for the existing impervious surfaces. Please clarify or consider providing the required water quality control for the entire paved road.	Understood, further water quality measures will be included in an update to the draft SWM report.
3.	Staff encourage the applicant to provide an Enhanced level of water quality protection (80% TSS removal). Essentially, OGS units are recommended as a pre-treatment device or may be used as part of a multi-component (treatment train) approach to achieving Enhanced quality control. Please provide the preliminary OGS sizing and supporting calculation at this stage rather than at the detailed design stage.	Understood, preliminary Oil and Grit Separator sizing will be included in an update to the draft SWM report.
4.	The location of the Low Impact Development LID measures has been deferred to detailed design. Typically, staff require the proponent to indicate the location of the proposed LID at this stage to ensure the availability of land within the ROW or public areas. Staff will defer this issue to the City of Brampton engineering staff for confirmation and approval.	Noted, the locations of the Low Impact Development features will be deferred to detailed design.
5.	At the detailed design stage, please submit an erosion and sediment control plan and report which follows the <i>Erosion and Sediment Control Guideline for Urban Construction, 2019</i> . The most up-to-date guideline can be found at https://sustainabletechnologies.ca/app/uploads/2020/01/ESC-Guide-for-Urban-Construction_FINAL.pdf	Acknowledged.

**BRAMALEA ROAD CORRIDOR IMPROVEMENTS, MUNICIPAL CLASS
ENVIRONMENTAL ASSESSMENT STUDY**

Appendix A Consultation

A.3 Indigenous Community and First Nation Engagement



Brantford Road Improvements
Municipal Class Environmental Assessment
Indigenous Communities Contact list

Agency/ Organization	Last Name	First Name	Title	Job Title	Street Address	City and Province	Postal Code	Email	Phone
Indigenous Communities and First Nations									
Haudenosaunee Development Institute	Hill	Hazel	Ms.		16 Sunrise Court, Suite 407 PO Box 714	Ohswegen, ON	N0A 1M0	info@hdi.land	
Mississauga of the New Credit First N	LaForme	Abby						abby.laforme@mnchn.ca	
Mississauga of the New Credit First N	LaForme	Mark			6 First Line Rd. RR6	Hagersville, ON	N0A 1H0	mark.laforme@mnchn.ca	
Métis Nation of Ontario					75 Sherbourne Street, Suite 311 2408 Chiefswood Road P.O. Box 5000	Toronto, ON	M5A 2P9	consultations@metisnation.org	
Six Nations of the Grand River	Bomberry	Lonny				Ohswegen, ON	N0A 1M0	lonnybomberry@snations.ca	
Six Nations of the Grand River	Laforme	D						dlaforme@snations.ca	
Six Nations of the Grand River	Hill	Mark		Chief				markh@snations.ca	
Curve Lake First Nation	P	Audrey		Executive Secretary of Chief & Council	22 Winookeedaa Road	Curve Lake, ON	K0L 1R0	audrey@curvelake.ca	
Hiawatha First Nation	Davidson	Sean						sdavidson@hiawathafn.ca	
Mississaugas of Scouog Island First N	LaRocca	Kely	Chief		22521 Island Road	Port Perry, ON	L9L 1B6	klarocca@scuonfirstnation.com	
Alderville First Nation	Mowat	Dave	Chief	Chief				dmowat@alderville.ca	
				Consultation Coordinator	11696 2nd Line Road P.O. Box 46				
Alderville First Nation	Simpson	Dave				Alderville, ON	K0K 2X0	consultation@alderville.ca	
Hiawatha First Nation	Cowie	Tom	Mr.	Community Consultation Worker	123 Paudash Street	Hiawatha, ON	K9J 0E6	tcowie@hiawathafn.ca	705-295-7773

Contact	Date	Comment	Draft Response/ Status
Indigenous			
<p>Fawn Sault Consultation Coordinator Mississaugas of the Credit First Nation Fawn.sault@mncfn.ca</p> <p>Abby LaForme Lee Acting Consultation Coordinator Mississaugas of the Credit First Nation Abby.LaForme@mncfn.ca</p> <p>Megan DeVries Archaeological Operations Supervisor Mississaugas of the Credit First Nation Megan.devries@mncfn.ca</p>	<p>PIC 1</p> <p>Email</p> <p>January 11, 2021</p>		<p>Email Sent January 11, 2021: The City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) Study for improvements to Bramalea Road from Queen Street East to the south City limit. A key component of the study is consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, this PIC is being held using a virtual format on the City's website starting January 11, 2021 to February 8, 2021.</p> <p>How to Participate: Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or mobile phone. Step 2: View the material and complete the comment form provided on the website.</p> <p>If you have any questions or require additional information, please contact either of the following project team members listed on the attached notice.</p>
	<p>February 4, 2021</p> <p>Letter</p>	<p>I am writing on behalf of the Mississaugas of the Credit First Nation (MCFN) to acknowledge that we have received your above names communication, dated January 18, 2021.</p> <p>In 1818, the Crown and MCFN entered into Ajetance Treaty No.19 (1818) regarding the lands in which your project is situated.</p> <p>The MCFN are the descendants of the “River Credit” Mississaugas. The undisputed Territory of the MCFN is defined as a Territory commencing at Long Point on Lake Erie thence eastward along the shore of the Lake to the Niagara River. Then down the River to Lake Ontario, northward along the shore of the River Rouge east of Toronto then up that river to the dividing ridges to the headwaters of the River Thames then southward to Long Point, the place of the beginning. Our Territory encompasses the lands and waters that were used and occupied by our Ancestors. Territories are usually large tracts of land that reflect the breadth required for seasonal activities and habitation and changes in those movement patterns through time. Through treaties with the Crown, MCFN agreed to share our Territory with newcomers. However, not all of MCFN's Territory has been dealt with through a Treaty.</p> <p>With the exception of a small part of the Credit River, our Treaties with the Crown did not deal with the water parts of our Territory. We have not agreed to share any part of our waters with settlers. We formally gave notice to the Crown of this</p>	<p>Letter response sent via email March 5, 2021.</p> <p>Please accept this letter in response to correspondence received from Mississaugas of the Credit First Nation on February 4, 2021 and February 5, 2021 via email regarding the Schedule “C” Municipal Class Environmental Assessment (EA) Study to identify improvements to the Bramalea Road corridor from Queen Street E to the southern city limit in the City of Brampton.</p> <p>The following combination of alternative solutions is recommended for the study area:</p> <ul style="list-style-type: none"> • Transportation Demand Management (techniques to alter travel behaviour and assist in the management of transportation impacts, including options such as workplace commuter programs, rideshares and carshares) • Active transportation improvements (pedestrian and cycling facilities) from Queen Street E to the southern City limits • Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) • Widen the southern portion of the corridor (between Dearbourne Boulevard and Steeles Avenue) to accommodate transit queue jump lanes as continuous transit lanes due to the closely spaced intersections

	<p>claim in 2016. We note that any lands that have been artificially created on our waters have also not been dealt with by any Treaty.</p> <p>Like our ancestors before us, we continue to use the lands, waters, and watershed ecosystems within our Territory for a variety of livelihood, harvesting, ceremonial and spiritual purposes. We have always exercised governance functions and stewardship in order to protect our Territory, conserve the fish and wildlife that depend upon it, and ensure its ongoing ability to sustain our people. We assert that our Aboriginal and treaty rights fundamentally entitle us to continue to act as stewards of our Territory, to be involved in decisions that affect it, and to participate in the ongoing, responsible management of the resources it provides.</p> <p>Duty to Consult and Accommodate As you will know, the Crown has a constitutional duty to consult and accommodate MCFN in respect of any decisions that might affect its asserted or proven Aboriginal and/or Treaty Rights. We expect that, consistent with the Crown's constitutional duty, no approval should be issued to this project until MCFN has been sufficiently consulted and accommodated. Nothing in this letter shall be construed as to affect our Aboriginal and/or Treaty Rights and hence shall not limit any consultation and accommodation owed to MCFN by the Crown or any proponent, as recognized by section 35 of the Constitution Act, 1982. MCFN has the right to free and informed consent prior to the approval of any project or any planning decision adversely impacting its Territory and to benefit economically from resource development within its Territory.</p> <p>MCFN has formed the Department of Consultation and Accommodation ("DOCA") to represent its interests in consultation and accommodation matters. It is DOCA's mandate to ensure that we are directly involved in all planning and development that impacts the integrity of our Territory. In this regard, DOCA will assess and help alleviate impacts on our rights, land claims, and ways of life by building relationships with governments and private sector proponents. We share a mutual interest in ensuring that projects in the Territory are planned, reviewed, and developed in a manner which ensures healthy communities, ecological protection, and sustainable development for present and future generations in the Territory.</p> <p>MCFN is not opposed to development, but MCFN must to be involved in development decision making. MCFN has a deep connection to its Territory and we have a stewardship responsibility for our land. By engaging with us, a project proponent can learn our perspective on how to care for this land and we can work together to shape the project to mitigate damaging effects to our land and perhaps even work to improve our environment. MCFN is the only party who shall determine whether there are impacts to our Aboriginal and treaty rights.</p>	<p>The next phase of the study will assess design alternatives to determine the corridor configuration for the recommended solution. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. This evaluation will be presented as part of the next Public Information Centre.</p> <p>A Stage 1 archaeological assessment report has been completed and was submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) on November 27, 2019. The report has been since entered into the Register of Archaeological Reports under P400-0162-2018. A copy of the report is attached to this letter. Please see the following summary of the Stage 1 assessment results.</p> <p><u>Summary of Stage 1 Archaeological Assessment Results</u> The Stage 1 site visit was conducted on December 15, 2018 by Stantec's Project Archaeologist under PIF #P400-0162-2018. The Stage 1 assessment determined that approximately 91.8% of the study area has been subject to extensive land disturbance which has removed archaeological potential. The remaining 8.2% of the study area retains potential for the identification and documentation of archaeological resources. A Stage 2 archaeological assessment is recommended for portions of the study area which may impact an area of archaeological potential. The Stage 2 archaeological assessment will be completed by test pit survey, per Section 2.1.2 and 2.1.8 of the MHSTCI's 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011). The anticipated date of activity/activities is undetermined.</p> <p>The City of Brampton and Stantec are committed to respecting Mississaugas of the Credit First Nation interest in consultation and accommodation matters. Prior to the Stage 2 assessment, the City of Brampton will complete project-related fieldwork as per the Department of Consultation and Accommodation (DOCA) requirements, by having designated Field Liaison Representatives ("FLRs") on location while fieldwork is occurring. The timing of the Stage 2 field work is unknown at this time but will follow the completion of this EA Study. Should you have any questions or concerns, please contact Soheil Nejatian of the City of Brampton at 905-874-5909, or by email Soheil.Nejatian@brampton.ca.</p>
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		<p>One of the ways we require proponents to engage with us is in providing transparency during the environmental survey and archaeological assessment process. The best way to accomplish this is by having Field Liaison Representatives ("FLRs") on location while fieldwork is occurring, who can ensure that the Nation's special interests and concerns are respected and considered during fieldwork. The cultural and natural resources in question are part of MCFN's territory and heritage and it is our responsibility to ensure their protection, on behalf of the Nation. MCFN's stewardship of its territory extends through the life of any development project and beyond.</p> <p>DOCA Project Registration DOCA has completed an initial intake review of the project communication you have provided. This file has been assigned DOCA Project ; please use this number in all future communications. We respectfully ask you to immediately notify us if there are any changes to the project.</p> <p>Referral to DOCA Units Following DOCA's initial intake review of the project communication, the file has been referred to the following DOCA Units for additional follow-up. In order to proceed with our follow-up review, we ask you to ensure that all available information relating to the project has been transmitted to us. We have identified the following general information as missing from your initial project communication.</p> <p>We ask that you respond with the above requested information within fourteen days following receipt of this letter. We thank you in advance for your attention to our requirements and we look forward to working with you further to shape the planning for development in our Territory.</p>	
	PIC2 Email September 22, 2022		<p>Email Sent September 22, 2022: Please see the attached Notice of Public Information Centre (PIC) #2 for the City of Brampton, Bramalea Road Improvements, Municipal Class Environmental Assessment study. The study is evaluating and identifying improvements to Bramalea Road from Queen Street East to the south City limit.</p> <p>The second PIC is being held through the City of Brampton's website. The PIC materials will be available for review on the City's website from September 22, 2022 to October 21, 2022.</p> <p>City of Brampton Website: www.brampton.ca/BramaleaEA</p> <p>Please contact a member of the project team identified on the attached Notice if you have any questions, comments or concerns.</p>
	NOSC (completion)		
	Curve Lake First Nation PIC 1		<p>Email Sent January 11, 2021:</p>

Audrey P audreyp@curvelake.ca	Email January 11, 2021		<p>The City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) Study for improvements to Bramalea Road from Queen Street East to the south City limit. A key component of the study is consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, this PIC is being held using a virtual format on the City’s website starting January 11, 2021 to February 8, 2021.</p> <p>How to Participate: Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or mobile phone. Step 2: View the material and complete the comment form provided on the website.</p> <p>If you have any questions or require additional information, please contact either of the following project team members listed on the attached notice.</p>
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	NOSC (completion)		
Alderville First Nation Dave Simpson Consultation Coordinator consultation@alderville.ca Dave Mowat Chief	PIC 1 Email January 11, 2021		<p>Email Sent January 11, 2021: The City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) Study for improvements to Bramalea Road from Queen Street East to the south City limit. A key component of the study is consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic,</p>

dmowat@alderville.ca			<p>this PIC is being held using a virtual format on the City’s website starting January 11, 2021 to February 8, 2021.</p> <p>How to Participate: Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or mobile phone. Step 2: View the material and complete the comment form provided on the website.</p> <p>If you have any questions or require additional information, please contact either of the following project team members listed on the attached notice.</p>
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	NOSC (completion)		
Six Nations of the Grand River Lonny Bomberly lonnybomberly@sixnations.ca D LaForme dlaforme@sixnations.ca Mark Hill Chief markhill@sixnations.ca	PIC 1 Email January 11, 2021		<p>Email Sent January 11, 2021: The City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) Study for improvements to Bramalea Road from Queen Street East to the south City limit. A key component of the study is consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, this PIC is being held using a virtual format on the City’s website starting January 11, 2021 to February 8, 2021.</p> <p>How to Participate: Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or mobile phone. Step 2: View the material and complete the comment form provided on the website.</p>

			If you have any questions or require additional information, please contact either of the following project team members listed on the attached notice.
	PIC2 Email September 22, 2022		Email Sent September 22, 2022: Please see the attached Notice of Public Information Centre (PIC) #2 for the City of Brampton, Bramalea Road Improvements, Municipal Class Environmental Assessment study. The study is evaluating and identifying improvements to Bramalea Road from Queen Street East to the south City limit. The second PIC is being held through the City of Brampton's website. The PIC materials will be available for review on the City's website from September 22, 2022 to October 21, 2022. City of Brampton Website: www.brampton.ca/BramaleaEA Please contact a member of the project team identified on the attached Notice if you have any questions, comments or concerns.
	NOSC (completion)		
Metis Nation of Ontario consultations@metisnation.org	PIC 1 Email January 11, 2021		Email Sent January 11, 2021: The City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) Study for improvements to Bramalea Road from Queen Street East to the south City limit. A key component of the study is consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, this PIC is being held using a virtual format on the City's website starting January 11, 2021 to February 8, 2021. How to Participate: Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or mobile phone. Step 2: View the material and complete the comment form provided on the website. If you have any questions or require additional information, please contact either of the following project team members listed on the attached notice.
	PIC2 Email		Email Sent September 22, 2022: Please see the attached Notice of Public Information Centre (PIC) #2 for the City of Brampton, Bramalea Road Improvements, Municipal Class Environmental Assessment study. The study is

	September 22, 2022		<p>evaluating and identifying improvements to Bramalea Road from Queen Street East to the south City limit.</p> <p>The second PIC is being held through the City of Brampton’s website. The PIC materials will be available for review on the City’s website from September 22, 2022 to October 21, 2022.</p> <p>City of Brampton Website: www.brampton.ca/BramaleaEA</p> <p>Please contact a member of the project team identified on the attached Notice if you have any questions, comments or concerns.</p>
	NOSC (completion)		
Mississaugas of Scugog Island First Nation Kelly LaRocca Chief klarocca@scugogfirstnation.com	PIC 1 Email January 11, 2021		<p>Email Sent January 11, 2021: The City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) Study for improvements to Bramalea Road from Queen Street East to the south City limit. A key component of the study is consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, this PIC is being held using a virtual format on the City’s website starting January 11, 2021 to February 8, 2021.</p> <p>How to Participate: Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or mobile phone. Step 2: View the material and complete the comment form provided on the website.</p> <p>If you have any questions or require additional information, please contact either of the following project team members listed on the attached notice.</p>
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			Please contact a member of the project team identified on the attached Notice if you have any questions, comments or concerns.
	NOSC (completion)		
Hiawatha First Nation Sean Davidson sdavidson@hiwathafn.ca	PIC 1 Email January 11, 2021		Email Sent January 11, 2021: The City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) Study for improvements to Bramalea Road from Queen Street East to the south City limit. A key component of the study is consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, this PIC is being held using a virtual format on the City’s website starting January 11, 2021 to February 8, 2021. How to Participate: Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or mobile phone. Step 2: View the material and complete the comment form provided on the website. If you have any questions or require additional information, please contact either of the following project team members listed on the attached notice.
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	NOSC (completion)		
Haudenosaunee Development Institution info@hdi.land	PIC 1		Email Sent January 11, 2021:

	Email January 11, 2021		<p>The City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) Study for improvements to Bramalea Road from Queen Street East to the south City limit. A key component of the study is consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, this PIC is being held using a virtual format on the City’s website starting January 11, 2021 to February 8, 2021.</p> <p>How to Participate: Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or mobile phone. Step 2: View the material and complete the comment form provided on the website.</p> <p>If you have any questions or require additional information, please contact either of the following project team members listed on the attached notice.</p>
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	NOSC (completion)		

From: [Lang, Sarah](#)
Bcc: tiffanyTA@curvelake.ca; consultation@alderville.ca; consultation@metisnation.org;
lonnybomberry@sixnations.ca; rlinn@sixnations.ca; dlaforme@sixnations.ca
Subject: Notice of Public Information Centre 1 - Bramalea Road Corridor Improvements Study
Date: Monday, January 11, 2021 9:57:00 AM
Attachments: [EA-Bramalea Rd Improvements-Notice of PIC 1 .pdf](#)

Hello,

As you know, the City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) Study for improvements to Bramalea Road from Queen Street East to the south City limit. A key component of the study is consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, this PIC is being held using a virtual format on the City's website starting January 11, 2021 to February 8, 2021.

How to Participate:

Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or mobile phone.

Step 2: View the material and complete the comment form provided on the website.

If you have any questions or require additional information, please contact either of the following project team members listed on the attached notice.

Thank you,

Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

Stantec



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From: [Lang, Sarah](#)
Bcc: AudreyP@curvelake.ca; consultations@metisnation.org
Subject: Notice of Public Information Centre 1 - Bramalea Road Corridor Improvements Study
Date: Monday, January 11, 2021 10:00:00 AM
Attachments: [EA-Bramalea Rd Improvements-Notice of PIC 1 .pdf](#)

Hello,

As you know, the City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) Study for improvements to Bramalea Road from Queen Street East to the south City limit. A key component of the study is consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, this PIC is being held using a virtual format on the City's website starting January 11, 2021 to February 8, 2021.

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Thank you,

Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

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Please consider the environment before printing this email.

From: [Lang, Sarah](#)
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); ["Nejatian, Soheil"](#)
Bcc: ["hdi2@bellnet.ca"](#); ["fawn.sault@newcreditfirstnation.com"](#); ["alya@metisnation.org"](#); ["avahill@sixnations.ca"](#);
["PhyllisW@curvelake.ca"](#); ["melissad@curvelake.ca"](#); ["chiefcowie@hiawathafn.ca"](#);
["klarocca@scugogfirstnation.com"](#); ["jbmarsden@alderville.ca"](#); ["sanderson@alderville.ca"](#);
["tcowie@hiawathafn.ca"](#)
Subject: Notice of Public Information Centre 1 - Bramalea Road Corridor Improvements Study
Date: Monday, January 11, 2021 9:41:00 AM
Attachments: [EA-Bramalea Rd Improvements-Notice of PIC 1 .pdf](#)

Hello,

As you know, the City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) Study for improvements to Bramalea Road from Queen Street East to the south City limit. A key component of the study is consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, this PIC is being held using a virtual format on the City's website starting January 11, 2021 to February 8, 2021.

How to Participate:

Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or mobile phone.

Step 2: View the material and complete the comment form provided on the website.

If you have any questions or require additional information, please contact either of the following project team members listed on the attached notice.

Thank you,

Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

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Please consider the environment before printing this email.

From: [Nejatian, Soheil](#)
To: [Bartlett, Isaac](#)
Cc: [Hohner, Paula](#); [Lang, Sarah](#)
Subject: FW: [EXTERNAL]RE: 2021-0068 MCFN Response to City of Brampton Bramalea Road Improvements from Queen St. East to South City Municipal Class EA
Date: Friday, February 5, 2021 1:25:31 PM
Attachments: [DOCA Project Response Letter re Archaeological Review \[2021\].pdf](#)
[DOCA Project Response Letter re FLR Participation \[2021\].pdf](#)
[MCFN FLR Participation Agreement \[2021\].docx](#)
[DOCA Archaeological Review Agreement \[2021\].docx](#)
[MCFN Standards and Guidelines for Archaeology \[2020\].pdf](#)
[MCFN FLR Participation Agreement \[2021\].docx](#)
[DOCA Project Response Letter re FLR Participation \[2021\].pdf](#)
[DOCA Project Response Letter re Archaeological Review \[2021\].pdf](#)
[DOCA Project Response Letter re FLR Participation \[2021\].pdf](#)

Hi Isaac,

Please see attached additional documents provided by the Mississaugas of the Credit First Nation ("MCFN").

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Soheil Nejatian

Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
T: 905.874.5909

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: 2021/02/05 10:23 AM
To: Fawn Sault <Fawn.Sault@mncfn.ca>; Nejatian, Soheil <Soheil.Nejatian@brampton.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>
Subject: [EXTERNAL]RE: 2021-0068 MCFN Response to City of Brampton Bramalea Road Improvements from Queen St. East to South City Municipal Class EA

Good morning,

Please find attached a letter from the Mississaugas of the Credit First Nation ("MCFN") regarding the upcoming assessment for Bramalea Road Improvements, as identified below.

Please note that, in order to continue maintaining DOCA capacity for fulsome project participation, DOCA charges for technical review of project information. In the exercise of its stewardship responsibility, DOCA seeks to work together with project proponents and their archaeological consultants to ensure that archaeological work is done properly and respectfully. DOCA has retained technical advisers with expertise in the field of archaeology. These experts will review the technical

aspects and cultural appropriateness of the archaeological assessments and strategies associated with your project. Upon completion of these reviews, MCFN will identify, if necessary, mitigation measures to address any project impacts upon MCFN rights. For cultural materials and human remains, DOCA may advise that this includes ceremonies required by Anishinaabe law, as well as request adjustments to the proposed fieldwork strategy.

The proponent is expected to pay the costs for MCFN to engage in a technical review of the project. DOCA anticipates at this time that all archaeological review will be undertaken by in-house technical experts, but will advise the proponent if an outside peer-review is required. Please find attached the agreement that covers MCFN's inhouse technical review of the archaeological assessments and strategies associated with your project(s). If you could please fill in the additional required information, highlighted in yellow, and return to us a signed copy, that would be greatly appreciated. After we have received it, we can execute the contract on our end and return the completed contract to you. Afterwards, I can arrange scheduling and other related matters directly with the consultant if you prefer.

Sincerely,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

P: 905-768-4260 | M: 289-527-2763

<http://www.mncfn.ca>

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the Mississaugas of the Credit First Nation.

From: Fawn Sault

Sent: Thursday, February 4, 2021 1:01 PM

To: Soheil.Nejatian@brampton.ca

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>

Subject: 2021-0068 MCFN Response to City of Brampton Bramalea Road Improvements from Queen St. East to South City Municipal Class EA

Dear Soheil,

Please see the attached letter as our response to your project Bramalea Road Improvements from Queen St. East to South City Municipal Class EA.

Miigwech,

Fawn Sault
Consultation Coordinator
Mississaugas of the Credit First Nation
4065 Hwy. 6, Hagersville, N0A 1H0
Website: <http://mncfn.ca/>
Ph: 905-768-4260
Cell: 289-527-6580

Please review the City of Brampton e-mail disclaimer statement at:
<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

February 4, 2021

VIA EMAIL

Soheil Nejatian, P. Eng., Project Engineer
Infrastructure Planning, City of Brampton
Soheil.Nejatian@brampton.ca

Dear Soheil,

RE: MCFN Response to Notice of Bramalea Road Improvements from Queen St.
East to South City Limit Municipal Class EA Study

Confirmation of Receipt


I am writing on behalf of the Mississaugas of the Credit First Nation ("MCFN") to acknowledge that we have received your above named communication, dated January 18, 2021 .

Outline of MCFN Rights and Territory

In 1818 , the Crown and MCFN entered into Ajetance Treaty, No. 19 (1818) regarding the lands in which your project is situated.

The Mississaugas of the Credit First Nation are the descendants of the "River Credit" Mississaugas. The undisputed Territory of the MCFN is defined as a Territory commencing at Long Point on Lake Erie thence eastward along the shore of the Lake to the Niagara River. Then down the River to Lake Ontario, northward along the shore of the Lake to the River Rouge east of Toronto then up that river to the dividing ridges to the head waters of the River Thames then southward to Long Point, the place of the beginning. Our Territory encompasses the lands and waters that were used and occupied by our Ancestors. Territories are usually large tracts of land that reflect the breadth required for seasonal activities and habitation and changes in those movement patterns through time. Through Treaties with the Crown, MCFN agreed to share our Territory with newcomers. However, not all of MCFN's Territory has been dealt with through a Treaty.





With the exception of a small part of the Credit River, our Treaties with the Crown did not deal with the water parts of our Territory. We have not agreed to share any part of our waters with settlers. We formally gave notice to the Crown of this claim in 2016. We note that any lands that have been artificially created on our waters have also not been dealt with by any Treaty.

Like our ancestors before us, we continue to use the lands, waters, and watershed ecosystems within our Territory for a variety of livelihood, harvesting, ceremonial and spiritual purposes. We have always exercised governance functions and stewardship in order to protect our Territory, conserve the fish and wildlife that depend upon it, and ensure its ongoing ability to sustain our people. We assert that our Aboriginal and treaty rights fundamentally entitle us to continue to act as stewards of our Territory, to be involved in decisions that affect it, and to participate in the ongoing, responsible management of the resources it provides.

Duty to Consult and Accommodate

As you will know, the Crown has a constitutional duty to consult and accommodate MCFN in respect of any decisions that might affect its asserted or proven Aboriginal and/or Treaty Rights. We expect that, consistent with the Crown's constitutional duty, no approval should be issued to this project until MCFN has been sufficiently consulted and accommodated. Nothing in this letter shall be construed as to affect our Aboriginal and/or Treaty Rights and hence shall not limit any consultation and accommodation owed to MCFN by the Crown or any proponent, as recognized by section 35 of the Constitution Act, 1982.

MCFN has the right to free and informed consent prior to the approval of any project or any planning decision adversely impacting its Territory and to benefit economically from resource development within its Territory.

MCFN has formed the Department of Consultation and Accommodation ("DOCA") to represent its interests in consultation and accommodation matters. It is DOCA's mandate to ensure that we are directly involved in all planning and development that impacts the integrity of our Territory. In this regard, DOCA will assess and help alleviate impacts on our rights, land claims, and ways of life by building relationships with governments and private sector proponents. We share a mutual interest in ensuring that projects in the Territory are planned, reviewed, and developed in a manner which ensures healthy communities, ecological protection, and sustainable development for present and future generations in the Territory.



DEPARTMENT OF CONSULTATION AND ACCOMMODATION

Mississaugas of the Credit First Nation
4065 Hwy #6, Hagersville, Ontario N0A 1H0



Phone: (905) 768-4260



MCFN is not opposed to development, but MCFN must to be involved in development decision making. MCFN has a deep connection to its Territory and we have a stewardship responsibility for our land. By engaging with us, a project proponent can learn our perspective on how to care for this land and we can work together to shape the project to mitigate damaging effects to our land and perhaps even work to improve our environment. MCFN is the only party who shall determine whether there are impacts to our Aboriginal and treaty rights.

One of the ways we require proponents to engage with us is in providing transparency during the environmental survey and archaeological assessment process. The best way to accomplish this is by having Field Liaison Representatives (“FLRs”) on location while fieldwork is occurring, who can ensure that the Nation’s special interests and concerns are respected and considered during fieldwork. The cultural and natural resources in question are part of MCFN’s territory and heritage and it is our responsibility to ensure their protection, on behalf of the Nation. MCFN’s stewardship of its territory extends through the life of any development project and beyond.

DOCA Project Registration

DOCA has completed an initial intake review of the project communication you have provided. This file has been assigned DOCA Project 2021-0068 ; please use this number in all future communications.

We respectfully ask you to immediately notify us if there are any changes to the project.

Referral to DOCA Units

Following DOCA’s initial intake review of the project communication, the file has been referred to the following DOCA Units for additional follow-up.

	Unit Identification	Primary Contact	Email Address
✓	Archaeology	Megan DeVries	megan.devries@mncfn.ca
✓	Cultural/Historical	Darin Wybenga	darin.wybenga@mncfn.ca
✓	Environment	Fawn Sault (Temp)	fawn.sault@mncfn.ca
✓	FLR Participation	Megan DeVries	megan.devries@mncfn.ca
	Governance	Mark LaForme	mark.laforme@mncfn.ca
	Economic Development	Director	SED.Director@mncfn.ca

If you have not been contacted by the indicated DOCA Units within fourteen days following receipt of this letter, please let me know.



Request for Missing Information

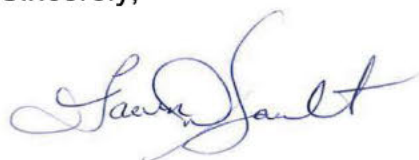
In order to proceed with our follow-up review, we ask you to ensure that all available information relating to the project has been transmitted to us. We have identified the following general information as missing from your initial project communication:

Outstanding Project Information	
✓	Name of person or body undertaking the action or decision.
✓	Contact information for the person or body undertaking the action or decision.
✓	List of documents pertaining to the proposed action/decision that are available for MCFN to review.
✓	Description of what other information is expected to become available before the proposed action/decision is undertaken.
✓	Deadlines or filing dates pertaining to the action/decision.
✓	The Crown or Municipal review/ approval that is required for the project.
✓	How the proposed action or decision may affect and/or benefit MCFN, its rights and territory.

Closing

We ask that you respond with the above requested information within fourteen days following receipt of this letter. We thank you in advance for your attention to our requirements and we look forward to working with you further to shape the planning for development in our Territory.

Sincerely,



Fawn Sault
Consultation Coordinator
fawn.sault@mncfn.ca



DEPARTMENT OF CONSULTATION AND ACCOMMODATION

Mississaugas of the Credit First Nation
4065 Hwy #6, Hagersville, Ontario N0A 1H0



Phone: (905) 768-4260



February 5, 2021

VIA EMAIL

Soheil Nejatian, P. Eng., Project Engineer
Infrastructure Planning, City of Brampton
Soheil.Nejatian@brampton.ca

Dear Soheil Nejatian,

RE: MCFN Archaeological Review for

Bramalea Road Improvements from Queen St. East to South City Limit

Confirmation of Receipt

I am writing in follow up to the letter of response dated February 4, 2021 by Fawn Sault, Consultation Coordinator, from the Department of Consultation and Accommodation ("DOCA") on behalf of the Mississaugas of the Credit First Nation ("MCFN") to acknowledge that we have received your above named communication, dated January 18, 2021.

Outline of MCFN Rights and Territory

In 1818, the Crown and MCFN entered into Ajetance Treaty, No. 19 (1818) regarding the lands in which your project is situated.

MCFN has formed the Department of Consultation and Accommodation ("DOCA") to represent its interests in consultation and accommodation matters. In this regard, it is DOCA's mandate to ensure that we are directly involved in all planning and development that impacts the integrity of our Territory. DOCA will assess and help alleviate impacts on our rights, land claims, and ways of life by building relationships with governments and private sector proponents. We share a mutual interest in ensuring that projects in the Territory are planned, reviewed, and developed in a manner which ensures healthy communities, ecological protection, and sustainable development for present and future generations in the Territory.

MCFN has a stewardship responsibility over its Territory and asserts that our Aboriginal and treaty rights fundamentally entitle us to preserve our culture and heritage, including

DEPARTMENT OF CONSULTATION AND ACCOMMODATION

Mississaugas of the Credit First Nation
4065 Hwy #6, Hagersville, Ontario N0A 1H0

Phone: (905) 768-4260



archaeological materials and human burials. Our Territory is the source of our identity as a First Nation and the basis for many cultural activities and spiritual ceremonies. It is home to sacred sites, burial grounds, traditional teachings and meeting places, and sites of profound archaeological and historical significance. We assert that our Aboriginal and treaty rights fundamentally entitle us to preserve our cultural and heritage.

Too much of our cultural objects and the remains of our ancestors have been lost already through development of the most intensely urbanized lands in Canada and we have a strong interest in ensuring that no more of it becomes bulldozed and desecrated.

MCFN Standards and Guidelines for Archaeology

In April 2018, MCFN Chief and Council adopted the *MCFN Standards and Guidelines for Archaeology*, a document aimed to provide guidance to consultant archaeologists, proponents, governments, etc. who are conducting archaeological assessment activities within MCFN's Territory. It sets out, in MCFN's own words, what engagement with our Nation should entail for archaeology as well as technical expectations for fieldwork, in relation to the provincial regulations which were created without our input and feedback. It is important to note that MCFN holds all archaeological resources present within its Territory as of interest to the Nation as part of their cultural patrimony. Resources, regardless of size, frequency, condition, etc., should not be interpreted by non-MCFN representatives in such a way as to remove the requirement for engagement with our Nation.

We are attaching a copy for your reference. We expect compliance with these *Standards and Guidelines* as any fieldwork you will be conducting will have the potential of disturbing MCFN's cultural artifacts or its ancestors' remains.

MCFN Expectations Regarding Ancestors' Remains

MCFN has obligations under Anishinaabe law to protect burials within its Territory and MCFN maintains its right to do so. Our ancestors buried their loved ones in our Territory with the understanding that they would not be disturbed.

We would also like to draw your attention to our expectation that at any time that ancestral remains are encountered during fieldwork, we expect all activities on site to stop and that MCFN be contacted immediately to determine a proper course of action.

Technical Review

In the exercise of its stewardship responsibility, DOCA seeks to work together with project proponents and their archaeological consultants to ensure that archaeological work is done properly and respectfully. DOCA has retained technical advisers with expertise in the field of archaeology. These experts will review the technical aspects and cultural appropriateness of the archaeological assessments and strategies associated with your project. Upon completion of these reviews, MCFN will identify, if



necessary, mitigation measures to address any project impacts upon MCFN rights. For cultural materials and human remains, DOCA may advise that this includes ceremonies required by Anishinaabe law, as well as request adjustments to the proposed fieldwork strategy.

The proponent is expected to pay the costs for MCFN to engage in a technical review of the project. DOCA anticipates at this time that all archaeological review will be undertaken by in-house technical experts, but will advise the proponent if an outside peer-review is required. Please find attached the agreement that covers MCFN's in-house technical review of the archaeological assessments and strategies associated with your project. Please fill in the additional required information, highlighted in yellow, and return to us a signed copy.

Please note that capacity at DOCA is limited. We maintain the right to review all material that comes to our office as part of our consultation process. If you have specific filing deadlines, please advise us as soon as possible. However, it is MCFN's assertion that part of the process of meaningful engagement is allowing our Nation a reasonable amount of time to review, reflect upon, and respond to reports and recommendations. On average, this process can be accomplished in 4-6 weeks. It is our position that no archaeological assessment – but especially Stage 4 mitigation – should begin until DOCA has completed our review and is in agreement that with the proposed strategy for fieldwork.

Request for Missing Information

In order to complete our project record, we ask that you provide the following information:

1. Is an archaeological assessment required for this project? If no, why not?
2. Have any archaeological assessments already been completed for this project and/or its study area? If yes, please provide all documentation including reports, supplementary documentation, etc.
3. Has the MHSTCI issued a letter of entry into register for some or all of the study area? If yes, please provide all documentation, including letter, communications to and from MHSTCI, etc.
4. Is there any archaeological activity (e.g. assessment, excavation, monitoring) that has not yet been completed for the project?
5. If the answer to #4 is yes, please provide the following:
 - a. A description of the outstanding archaeological activity/activities.
 - b. Anticipated date of the activity/activities.
 - c. The appropriate contact person overseeing the archaeological activity/activities.



Closing

The review of project-related archaeological assessments is only one part of the consultation process that may be required for your development. Please contact DOCA's Consultation Coordinator, Fawn Sault, if you have any questions about the process.

We ask that you respond with the above requested information and executed agreement within fourteen days following receipt of this letter. We thank you in advance for your attention to our requirements and we look forward to working with you further to shape the planning for development in our Territory.

Sincerely,



Megan DeVries
Archaeological Operations Supervisor
megan.devries@mncfn.ca

Attachment(s)

MCFN Standards and Guidelines for Archaeology [2018]
DOCA Archaeological Review Agreement [2020]

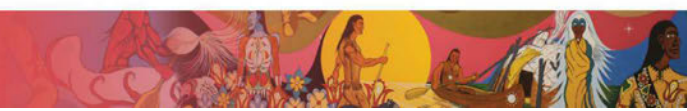


DEPARTMENT OF CONSULTATION AND ACCOMMODATION

Mississaugas of the Credit First Nation
4065 Hwy #6, Hagersville, Ontario N0A 1H0



Phone: (905) 768-4260



From: [Lang, Sarah](#)
To: megan.devries@mncfn.ca
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](mailto:Paula.Hohner@stantec.com); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](mailto:Isaac.Bartlett@stantec.com); Nejatian, Soheil; fawn.sault@mncfn.ca; mark.laforme@mncfn.ca
Subject: RE: 2021-0068 MCFN Response to City of Brampton Bramalea Road Improvements from Queen St. East to South City Municipal Class EA
Date: Friday, March 5, 2021 2:07:00 PM
Attachments: [let_10590_mcn_devries_03052021.pdf](#)
[P400-0162-2018_27Nov2019_RE.pdf](#)

Hello Megan,

Please find the attached response to your letter dated February 4, 2021.

I have also attached a copy of the final Stage 1 archaeological assessment report, completed and submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) on November 27, 2019, as noted in the attached letter.

Should you have any questions or concerns, please contact Soheil Nejatian of the City of Brampton at 905-874-5909, or by email Soheil.Nejatian@brampton.ca.

Thank you,

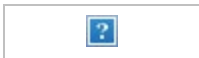
Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

Stantec



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From: Megan DeVries <Megan.DeVries@mncfn.ca>

Sent: 2021/02/05 10:23 AM

To: Fawn Sault <Fawn.Sault@mncfn.ca>; Nejatian, Soheil <Soheil.Nejatian@brampton.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>

Subject: [EXTERNAL]RE: 2021-0068 MCFN Response to City of Brampton Bramalea Road Improvements from Queen St. East to South City Municipal Class EA

Good morning,

Please find attached a letter from the Mississaugas of the Credit First Nation ("MCFN") regarding the upcoming assessment for Bramalea Road Improvements, as identified below.

Please note that, in order to continue maintaining DOCA capacity for fulsome project participation, DOCA charges for technical review of project information. In the exercise of its stewardship responsibility, DOCA seeks to work together with project proponents and their archaeological

consultants to ensure that archaeological work is done properly and respectfully. DOCA has retained technical advisers with expertise in the field of archaeology. These experts will review the technical aspects and cultural appropriateness of the archaeological assessments and strategies associated with your project. Upon completion of these reviews, MCFN will identify, if necessary, mitigation measures to address any project impacts upon MCFN rights. For cultural materials and human remains, DOCA may advise that this includes ceremonies required by Anishinaabe law, as well as request adjustments to the proposed fieldwork strategy.

The proponent is expected to pay the costs for MCFN to engage in a technical review of the project. DOCA anticipates at this time that all archaeological review will be undertaken by in-house technical experts, but will advise the proponent if an outside peer-review is required. Please find attached the agreement that covers MCFN's inhouse technical review of the archaeological assessments and strategies associated with your project(s). If you could please fill in the additional required information, highlighted in yellow, and return to us a signed copy, that would be greatly appreciated. After we have received it, we can execute the contract on our end and return the completed contract to you. Afterwards, I can arrange scheduling and other related matters directly with the consultant if you prefer.

Sincerely,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

P: 905-768-4260 | M: 289-527-2763

<http://www.mncfn.ca>

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From: Fawn Sault

Sent: Thursday, February 4, 2021 1:01 PM

To: Soheil.Nejatian@brampton.ca

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>

Subject: 2021-0068 MCFN Response to City of Brampton Bramalea Road Improvements from Queen

St. East to South City Municipal Class EA

Dear Soheil,

Please see the attached letter as our response to your project Bramalea Road Improvements from Queen St. East to South City Municipal Class EA.

Miigwech,

Fawn Sault
Consultation Coordinator
Mississaugas of the Credit First Nation
4065 Hwy. 6, Hagersville, N0A 1H0
Website: <http://mncfn.ca/>
Ph: 905-768-4260
Cell: 289-527-6580

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<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>



Stantec Consulting Ltd.
600-171 Queens Avenue, London ON N6A 5J7

March 5, 2021
File: 165010590

Attention: Megan DeVries
Archaeological Operations Supervisor
Mississaugas of the Credit First Nation
megan.devries@mncfn.ca

Dear Ms. DeVries,

**Reference: Bramalea Road Improvements from Queen Street East to South City
Limit Municipal Class EA Study – DOCA Project 2021-0068**

Dear Ms. DeVries,

Please accept this letter in response to correspondence received from Mississaugas of the Credit First Nation on February 4, 2021 and February 5, 2021 via email regarding the Schedule “C” Municipal Class Environmental Assessment (EA) Study to identify improvements to the Bramalea Road corridor from Queen Street E to the southern city limit in the City of Brampton.

The following combination of alternative solutions is recommended for the study area:

- Transportation Demand Management (techniques to alter travel behaviour and assist in the management of transportation impacts, including options such as workplace commuter programs, rideshares and carshares)
- Active transportation improvements (pedestrian and cycling facilities) from Queen Street E to the southern City limits
- Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)
- Widen the southern portion of the corridor (between Dearbourne Boulevard and Steeles Avenue) to accommodate transit queue jump lanes as continuous transit lanes due to the closely spaced intersections

The next phase of the study will assess design alternatives to determine the corridor configuration for the recommended solution. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. This evaluation will be presented as part of the next Public Information Centre.

A Stage 1 archaeological assessment report has been completed and was submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) on November

Reference: Bramalea Road Improvements from Queen Street East to South City Limit Municipal Class EA Study – DOCA Project 2021-0068

27, 2019. The report has been since entered into the Register of Archaeological Reports under P400-0162-2018. A copy of the report is attached to this letter. Please see the following summary of the Stage 1 assessment results.

Summary of Stage 1 Archaeological Assessment Results

The Stage 1 site visit was conducted on December 15, 2018 by Stantec's Project Archaeologist under PIF #P400-0162-2018. The Stage 1 assessment determined that approximately 91.8% of the study area has been subject to extensive land disturbance which has removed archaeological potential. The remaining 8.2% of the study area retains potential for the identification and documentation of archaeological resources. A Stage 2 archaeological assessment is recommended for portions of the study area which may impact an area of archaeological potential. The Stage 2 archaeological assessment will be completed by test pit survey, per Section 2.1.2 and 2.1.8 of the MHSTCI's 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011). The anticipated date of activity/activities is undetermined.

The City of Brampton and Stantec are committed to respecting Mississaugas of the Credit First Nation interest in consultation and accommodation matters. Prior to the Stage 2 assessment, the City of Brampton will complete project-related fieldwork as per the Department of Consultation and Accommodation (DOCA) requirements, by having designated Field Liaison Representatives ("FLRs") on location while fieldwork is occurring. The timing of the Stage 2 field work is unknown at this time but will follow the completion of this EA Study.

Should you have any questions or concerns, please contact Soheil Nejatian of the City of Brampton at 905-874-5909, or by email Soheil.Nejatian@brampton.ca.

Regards,

Stantec Consulting Ltd.



Paula Hohner M.Sc.Pl., MCIP, RPP
Senior Environmental Planner
Phone: 226-926-6682
paula.hohner@stantec.com

Attachment: Stage 1 Archaeological Assessment

- c. Fawn Sault, Consultation Coordinator, MCFN
- Soheil Nejatian, City of Brampton
- Isaac Bartlett, Stantec Consulting Ltd.

From: [Lang, Sarah](#)
Cc: [Mohammad, Ghazanfar](#); [Bartlett, Isaac](#); [Hohner, Paula](#)
Bcc:

[ndiz@bellnet.ca](#); [tawn.sault@newcreditfirstnation.com](#);
[consultations@metisnation.org](#); [lonnybomberry@sixnations.ca](#); [dlaforme@sixnations.ca](#); [rlinn@sixnations.ca](#);
[audrey@curvelake.ca](#); [chiefcowie@hiawathafn.ca](#); [klarocca@scugogfirstnation.com](#); [dmowat@alderville.ca](#);
[consultation@alderville.ca](#); [tcowie@hiawathafn.ca](#);

Subject: Notice of Public Information Centre #2 - City of Brampton, Bramalea Road Improvements, Municipal Class Environmental Assessment
Date: Thursday, September 22, 2022 10:32:00 AM
Attachments: [Public Notice.pdf](#)

Hello,

Please see the attached Notice of Public Information Centre (PIC) #2 for the City of Brampton, Bramalea Road Improvements, Municipal Class Environmental Assessment study. The study is evaluating and identifying improvements to Bramalea Road from Queen Street East to the south City limit.

The second PIC is being held through the City of Brampton's website. **The PIC materials will be available for review on the City's website from September 22, 2022 to October 21, 2022.**

City of Brampton Website: www.brampton.ca/BramaleaEA

Please contact a member of the project team identified on the attached Notice if you have any questions, comments or concerns.

Thank you,

Sarah Lang
Environmental Planner
sarah.lang@stantec.com

Stantec



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**BRAMALEA ROAD CORRIDOR IMPROVEMENTS, MUNICIPAL CLASS
ENVIRONMENTAL ASSESSMENT STUDY**

Appendix A Consultation

A.4 Public Information Centre #1



To: City of Brampton
File: 165010590

From: Stantec Consulting Ltd.
Date: February 23, 2021

Reference: Bramalea Road Improvements Municipal Class Environmental Assessment – Public Information Centre #1 Summary

This memo summarizes the distribution of the Notice of Public Information Centre (PIC) #1 and comments received during the virtual PIC held from Monday, January 11, 2021 to Monday, February 8, 2021, for the Bramalea Road Improvements Municipal Class Environmental Assessment (MCEA) Study.

Notice of Public Information Centre Distribution

The City of Brampton arranged for the Notice of PIC #1 to be published in the Brampton Guardian and Mississauga News on Thursday, January 7, 2021 and Thursday, January 14, 2021.

A copy of the project contact list is included in **Appendix A**. The notice of PIC #1 was distributed as follows:

- 6,044 residential properties adjacent to the study area by Canada Post Precision Targeter on Monday, January 4, 2021
- Internal City of Brampton departments by City of Brampton email on January 4, 2021
- City of Brampton Councilors and Mayor by City of Brampton email on January 4, 2021
- Indigenous communities by Stantec email on January 11, 2021
- Project contact list by Stantec email on January 4, 2021
- Project website on January 7, 2021 (www.brampton.ca/BramaleaEA)

A copy of the distribution materials is included in **Appendix B**.

Public Information Centre Format and Displays

To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, PIC #1 was held using a virtual format. A pre-recorded presentation was made available online for public review and input on the problems being addressed, background information and the planning alternatives being considered. A copy of the PIC displays is included in **Appendix C**.

Online Comment Form

Reference: Bramalea Road Improvements Municipal Class Environmental Assessment – Public Information Centre #1 Summary

A comment form was made available on the City of Brampton's website, asking individuals to answer the following questions:

1. How often do you currently travel along Bramalea Road from Queen Street East to southern city limits (by any mode of travel)?
 - a. Daily
 - b. A few times per week
 - c. A few times per month
 - d. Rarely
 - e. Never
2. How often do you currently take transit along Bramalea Road from Queen Street East to southern city limits?
 - a. Daily
 - b. A few times per week
 - c. A few times per month
 - d. Rarely
 - e. Never
3. What are your concerns relating to Bramalea Road from Queen Street East to southern city limits? Please select all that apply.
 - a. I do not have any concerns
 - b. Traffic Delays / Congestion
 - c. Safety issues
 - d. Lack of cycling facilities
 - e. Lack of sidewalks (south end)
 - f. Risk of collisions
 - g. Road condition (driving surface, potholes, flooding, cracks)
 - h. Lack of transit connections
 - i. Lack of street trees and landscaping
4. Do you agree with the Problems and Opportunities identified for the Bramalea Road corridor between Queen Street East and the southern city limits? Please refer to Page 17 in the Public Information Centre displays.
 - a. Yes
 - b. No
5. Do you agree with the Recommended Alternative Solution for the study corridor? Please refer to Page 22 in the Public Information Centre displays.
 - a. Yes
 - b. No

Reference: Bramalea Road Improvements Municipal Class Environmental Assessment – Public Information Centre #1 Summary

6. Please share any additional comments you may have related to the Bramalea Road Municipal Class Environmental Study:
 - a. Text field
7. What is your preferred way to receive updates relating to the Bramalea Road Environmental Assessment Study?
 - a. By letter mail
 - b. By email
 - c. On my own through the City's website
8. Name
 - a. Text field
9. Email
 - a. Text field
10. Mailing address including postal code
 - a. Text field
11. Telephone number
 - a. Text field

A total of 42 comment forms were submitted. Common themes of concern among participants included traffic delays/congestion; safety issues; risk of collisions; road condition (driving surface, potholes, flooding, cracks); and lack of street trees and landscaping. Participants were encouraged to send comments or concerns directly to a member of the project team.

Presentation Displays

PIC presentation materials included information on the following:

- Purpose of Virtual Consultation & Project Objectives
- Municipal Class Environmental Assessment Process
- Study Background
- Existing Conditions
- Problem & Opportunities
- Alternative Planning Solutions
- Factors for Analysis & Evaluation
- Recommended Alternative Solution
- Study Schedule & Next Steps

Video

Reference: Bramalea Road Improvements Municipal Class Environmental Assessment – Public Information Centre #1 Summary

A link to a video presentation was made available from January 11, 2021 until February 8, 2021 on the City's website <https://www.youtube.com/watch?v=0xa6440qdUc&feature=youtu.be>. The video was comprised of the PIC presentation slides, with audio narration approximately 19 minutes in length.

Comments Received

Comments were received between January 11, 2021 and February 8, 2021. A total of 46 comments were received, primarily from members of the public and stakeholders. A communication log of all comments and responses is included in **Appendix D**.

Preferred Solution

Taking into consideration input and comments received, and after evaluation of the impacts of the various alternatives, the following combination of alternatives is confirmed as the preferred solution to address the problem or opportunity:

- Transportation Demand Management (techniques to alter travel behaviour and assist in the management of transportation impacts, including options such as workplace commuter programs, rideshares and carshares)
- Active transportation improvements (pedestrian and cycling facilities) from Queen Street E to the southern City limits
- Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)
- Widen the southern portion of the corridor (between Dearbourne Boulevard and Steeles Avenue) to accommodate transit queue jump lanes as continuous transit lanes due to the closely spaced intersections

Next Steps

Alternative Design Concepts will be developed for the Preferred Solution, including road alignment options and intersection design options. A detailed assessment of the improvements will be completed, taking into consideration potential environmental impacts and appropriate mitigating measures. Consultation with review agencies and the public will continue to solicit comment and input, including those who previously expressed interest and/or concern, and those directly affected by the project.

Appendix A

Contact List

**Bramalea Road Improvements
Municipal Class Environmental Assessment
Stakeholder Group Contact list**

[illegible]

**Bramalea Road Improvements
Municipal Class Environmental Assessment
Technical Agencies Committee Contact list**

Agency/ Organization	Last Name	First Name	Job Title	Division	Street Address	City and Province	Postal Code	Email	Phone
Dufferin Peel Catholic District School Board	Koops	Krystina	Planner		40 Matheson Boulevard West	Mississauga, ON	L5R 1C5	krystina.koops@dpcdsb.org	905-890-0708 x 2440
Hydro One Networks Inc.	Matev	Matey	Asset Optimization	Strategy & Integrated Planning	483 Bay Street	Toronto, ON	M5G 2P5	secondarylanduse@hydroone.com	416-345-5676
Zayo	Fleming	Ian						utility.circulations@zayo.com	
Toronto Region Conservation Authority	Nelson	Laurie	Director, Policy Planning		101 Exchange Avenue	Vaughan, ON	L4K 5R6	laurie.nelson@trca.ca	416-661-660
Toronto Region Conservation Authority	Lister	Annette	Planner					alister@trca.on.ca	
Toronto Region Conservation Authority	D'Elia	Vince	Watershed Specialist					vdelia@trca.on.ca	
Toronto Region Conservation Authority	Lingertat	Sharon	Senior Planner					slingertat@trca.on.ca	
Ministry of Natural Resources and Forestry	Jawaod	Maria							
Region of Peel-Public Health	Martin	Danny	District Planner	Aurora District	50 Bloomington Road	Aurora, ON	L4G 0L8	maria.jawaod@ontario.ca	289-380-6817
Region of Peel-Water/Wastewater Program Planning	Adhikary	Kamal	Project Manager	Wastewater Infrastructure Remediation				environmental@peelregion.ca	

Agency/Organization	Last Name	First Name	Title	Job Title	Division	Street Address	City and Province	Postal Code	Email	Phone	Special Notes	Notice of Commencement	Notice of PIC No. 1	Notice of PIC No. 2	Notice of Completion
Indigenous Communities															
Haudenosaunee Development Institute	Hill	Hazel	Ms.			16 Sunrise Court, Suite 07 PO Box 71	Chesapeake, ON	N0A 1M0	hdi.2@hdi.net.ca		TO BE UPDATED WITH MECF RESPONSE - NOSC Outstanding				
Mississauga of the New Credit First Nation	Sau	Fawn	Ms.			6 First Line Rd. RR6	Hagersville, ON	N0A 1H0	fawn.sau@newcreditfirstnation.com		TO BE UPDATED WITH MECF RESPONSE - NOSC Outstanding				
Métis Nation of Ontario						75 Sherbourne Street, Suite 311 2 98 Chelwood Road P.O. Box 5000	Toronto, ON	M5A 2P9	consult@metisnation.org		TO BE UPDATED WITH MECF RESPONSE - NOSC Outstanding				
Six Nations of the Grand River	Bomberry	Lorrey					Chesapeake, ON	N0A 1M0	lorreybomberry@sixnations.ca		TO BE UPDATED WITH MECF RESPONSE - NOSC Outstanding				
Six Nations of the Grand River	Leome	D							d.leome@sixnations.ca						
Six Nations of the Grand River	Linn	Robin		Executive Secretary of Council					rlinn@sixnations.ca		TO BE UPDATED WITH MECF RESPONSE - NOSC Outstanding				
Curve Lake First Nation	P	Audrey				22 Winookedda Road	Curve Lake, ON	K0L 1R0	audrey@curvelake.ca						
Hiawatha First Nation	Cowie	Greg	Chief			123 Paudash Street	Hiawatha, ON	K0J 0E6	gpcowie@hiawathafn.ca		TO BE UPDATED WITH MECF RESPONSE - NOSC Outstanding				
Mississaugas of Scouog Island First Nation	LaRocca	Kelly	Chief			22521 Is and Road	Port Perry, ON	L9L 1B6	klarocca@scouogfirstnation.com		TO BE UPDATED WITH MECF RESPONSE - NOSC Outstanding				
Alderville First Nation	Mowat	Dave	Chief	Chief					dmowat@alderville.ca		TO BE UPDATED WITH MECF RESPONSE - NOSC Outstanding				
Alderville First Nation	Simpson	Dave		community coordinator		11666 2nd Line Road P.O. Box 6	Alderville, ON	K0K 2X0	consult@alderville.ca		TO BE UPDATED WITH MECF RESPONSE - NOSC Outstanding				
Hiawatha First Nation	Cowie	Tom	Mr.	Community Consultant/Worker		123 Paudash Street	Hiawatha, ON	K0J 0E6	tcowie@hiawathafn.ca	705-295-7773	TO BE UPDATED WITH MECF RESPONSE - NOSC Outstanding				

Appendix B

Notification Distribution

From: [Lang, Sarah](#)
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Bcc: [MAA.EA.REVIEW@ontario.ca](#); [shawn.batise@ontario.ca](#); [mark.heaton@ontario.ca](#); [tina.dufresne@ontario.ca](#); [karla.barboza@ontario.ca](#); [eanotification.cregion@ontario.ca](#); [trevor.bell@ontario.ca](#); [lisa.myslicki@infrastructureontario.ca](#); [lspeller@lgl.com](#); [Tracy_abel@metrolinx.com](#); [julianna.trauzzi@peelsb.com](#); [stephanie.cox@dpcdsb.org](#); [matthew.thomas@dpcdsb.org](#); [donna.harris@williamoslerhs.ca](#); [bramhis@rogers.com](#); [environmental@peelregion.ca](#); [peter.dundas@peelregion.ca](#); [bill.boyes@brampton.ca](#); [Nish.Duraiappah@peelpolice.ca](#); [mefimova@407etr.com](#); [Asha.Saddi@peelregion.ca](#); [tina.detaramani@peelregion.ca](#); [helen.noehammer@mississauga.ca](#); [emma.beno@trca.ca](#); [laurie.nelson@trca.ca](#); [Sukhdeep.singh@bell.ca](#); [james.handy@electrautilities.com](#); [secondarylanduse@hydroone.com](#); [enza.cancilla@hydroone.com](#); [westernFBCPlanning@hydroone.com](#); [ian.mitchell@hydroone.com](#); [Monica.LaPointe@rci.rogers.com](#); [Arnel.mangalino@enbridge.com](#); [scott.haefling@zayo.com](#); [frederick.sua@telus.com](#); [michael.vallins@cn.ca](#)
Subject: Notice of Public Information Centre 1 - Bramalea Road Corridor Improvements Study
Date: Monday, January 4, 2021 2:00:00 PM
Attachments: [EA-Bramalea Rd Improvements-Notice of PIC 1 .pdf](#)

Hello,

As you know, the City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) Study for improvements to Bramalea Road from Queen Street East to the south City limit. A key component of the study is consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, this PIC is being held using a virtual format on the City's website starting January 11, 2021 to February 8, 2021.

How to Participate:

Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or mobile phone.

Step 2: View the material and complete the comment form provided on the website.

If you have any questions or require additional information, please contact either of the following project team members listed on the attached notice.

Thank you,

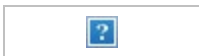
Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

Stantec



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From: [Lang, Sarah](#)
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Neiatian, Soheil](#)
Bcc: ["Halim.Abdihalim@metrolinx.com"](#); ["Leah.ChishimbaSimwanza@metrolinx.com"](#);
["secondarylanduse@hydroone.com"](#); ["utility.circulations@zavo.com"](#); ["vdelia@trca.on.ca"](#);
["slingertat@trca.on.ca"](#); ["aroth@trca.on.ca"](#); ["maria.jawaid@ontario.ca"](#); ["environmental@peelregion.ca"](#);

Subject: Notice of Public Information Centre 1 - Bramalea Road Corridor Improvements Study
Date: Monday, January 4, 2021 2:07:00 PM
Attachments: [EA-Bramalea Rd Improvements-Notice of PIC 1 .pdf](#)

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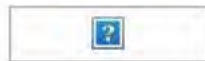
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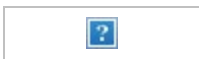
From: [Bartlett, Isaac](#)
To: [Lang, Sarah](#)
Cc: [Hohner, Paula](#)
Subject: FW: [EXTERNAL]RE: EA-Bramalea Rd - Online PIC #1 Notice
Date: Monday, January 11, 2021 1:04:19 PM

FYI

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation

Direct: 519-675-6643
Mobile: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

Stantec



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From: Nejatian, Soheil <Soheil.Nejatian@brampton.ca>
Sent: Monday, January 11, 2021 12:24 PM
To: Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: RE: [EXTERNAL]RE: EA-Bramalea Rd - Online PIC #1 Notice

Hi Isaac,

Thank you for confirming.

Yes, I have already distributed the notice internally to our staff including the mayor and councillors.

Thanks,

Soheil Nejatian

Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
T: 905.874.5909

From: Bartlett, Isaac <isaac.bartlett@stantec.com>
Sent: 2021/01/11 10:52 AM
To: Nejatian, Soheil <Soheil.Nejatian@brampton.ca>
Subject: [EXTERNAL]RE: EA-Bramalea Rd - Online PIC #1 Notice

Hi Soheil,

I can confirm that the PIC notice was sent to Helen Noehammer from the City of Mississauga. She is the Director of Transportation and Infrastructure Planning for the City, and appears to be the only contact

From: [Lang, Sarah](#)
Bcc: tiffanyTA@curvelake.ca; consultation@alderville.ca; consultation@metisnation.org;
lonnybomberry@sixnations.ca; rlinn@sixnations.ca; dlaforme@sixnations.ca
Subject: Notice of Public Information Centre 1 - Bramalea Road Corridor Improvements Study
Date: Monday, January 11, 2021 9:57:00 AM
Attachments: [EA-Bramalea Rd Improvements-Notice of PIC 1 .pdf](#)

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Thank you,

Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

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Please consider the environment before printing this email.

From: [Lang, Sarah](#)
Bcc: AudreyP@curvelake.ca; consultations@metisnation.org
Subject: Notice of Public Information Centre 1 - Bramalea Road Corridor Improvements Study
Date: Monday, January 11, 2021 10:00:00 AM
Attachments: [EA-Bramalea Rd Improvements-Notice of PIC 1 .pdf](#)

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Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

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From: [Lang, Sarah](#)
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); ["Nejatian, Soheil"](#)
Bcc: ["hdi2@bellnet.ca"](#); ["fawn.sault@newcreditfirstnation.com"](#); ["alya@metisnation.org"](#); ["avahill@sixnations.ca"](#);
["PhyllisW@curvelake.ca"](#); ["melissad@curvelake.ca"](#); ["chiefcowie@hiawathafn.ca"](#);
["klarocca@scugogfirstnation.com"](#); ["jbmarsden@alderville.ca"](#); ["sanderson@alderville.ca"](#);
["tcowie@hiawathafn.ca"](#)
Subject: Notice of Public Information Centre 1 - Bramalea Road Corridor Improvements Study
Date: Monday, January 11, 2021 9:41:00 AM
Attachments: [EA-Bramalea Rd Improvements-Notice of PIC 1 .pdf](#)

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Direct: 519-432-4292

sarah.lang@stantec.com

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From: [Lang, Sarah](#)
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Bcc: [REDACTED]

Subject: Notice of Public Information Centre 1 - Bramalea Road Corridor Improvements Study
Date: Monday, January 4, 2021 2:01:00 PM
Attachments: [EA-Bramalea Rd Improvements-Notice of PIC 1 .pdf](#)

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Thank you,

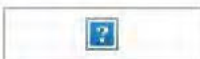
Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

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From: [Lang, Sarah](#)
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Bcc: [REDACTED]

Subject: Notice of Public Information Centre 1 - Bramalea Road Corridor Improvements Study
Date: Monday, January 4, 2021 2:07:00 PM
Attachments: [EA-Bramalea Rd Improvements-Notice of PIC 1 .pdf](#)

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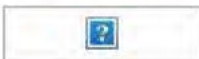
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Please consider the environment before printing this email.

From: [Nejatian, Soheil](#)
To: [Bartlett, Isaac](#)
Cc: [Hohner, Paula](#); [Lang, Sarah](#)
Subject: EA-Bramalea Rd-PIC #1 Notice-E tear
Date: Friday, January 15, 2021 1:54:00 PM
Attachments: [Bramalea-PIC #1 Notice-E tear \(Brampton Guardian\).pdf](#)
[Bramalea-PIC #1 Notice-E tear \(Mississauga News\).pdf](#)

Hi Isaac,

For your records, please see attached the E-tear sheets for the PIC #1 notice that was published in the Brampton and Mississauga papers.

Thanks,

Soheil Nejatian, P. Eng.

Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
1975 Williams Parkway, Brampton, ON, L6S 6E5
Tel: 905-874-5909
Email: Soheil.Nejatian@brampton.ca



Please note I am currently working remotely due to building occupancy limits during COVID-19. For information on safety, closures and reopening, please visit www.brampton.ca/reopening

Please review the City of Brampton e-mail disclaimer statement at:
<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

 Page 108

Status: In Progress

- current and future transportation capacity needs;
- improvements to accommodate the needs and safety of pedestrians, cyclists, transit and motorists within the project limits;
- social, cultural and natural environment impacts and mitigation measures;



- **Notice of Study Commencement (2018-08-30)**

1. Notice of PIC #1 - issued January 11, 2021
2. Click either of the links below to view the PIC #1 displays:
 - [PIC 1 Narrated Video \(youtube\)](#)
 - [PIC 1 Display boards \(PDF\)](#)

[Email Us](#)



Catering by Gregory's photo
Daniel Chug and Chris Groenendyk making a delivery to the Knight's Table.

ORDERS 'DRIED UP' BUT CATERING FIRM STILL DISHES UP MEALS FOR NEEDY

ALEXANDRA HECK
aheck@metroland.com

The last time phones were ringing off the hook at Catering by Gregory's, it was clients calling en masse to cancel their orders.

When the first lockdown started in March 2020, the Brampton catering company had more than 18 weddings slated for the season, corporate events and more.

"All of our opportunities dried up," said Daniel Chug, son of founder Mosh Chug, who started the company in 1992.

He and his business partner Chris Groenendyk saw a 70 per cent reduction in business and were gutted when they had to lay off some of their employees.

"We're bleeding a little bit, as everyone is in this industry," Chug said.

All but two of the weddings that they were scheduled to service were reduced and rescheduled — even his own wedding.

Now, as the team rides out the second lockdown, the company is offering take-home meals and cooking extra for the Knight's Ta-

ble just up the street.

"We've helped them out for many years," Chug said, explaining that when the company had leftovers from events, they would send it over to the Knight's Table. "Now, it's definitely a much stronger relationship than it's ever been."

The Knight's Table serves more than 138,000 meals a year to Peel residents facing food insecurity, a demand that has only increased during the COVID-19 crisis.

"There's a lot of people in need," Chug said.

His caterers are sending over meals on a weekly basis.

Staff cooked up countless turkeys over the holidays, as well as steak dinners with potatoes and veggies, and grilled chicken.

Now, when the Knight's Table gets a massive donation of raw food, like chicken from Maple Lodge Farms, Catering by Gregory's will whip up ready-to-eat meals for those in need.

"We're just trying to do our part," Chug said. "There are hungry people out there and we have to feed them."

Public Notice

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE #1

Bramalea Road Improvements from Queen Street East to South City Limit Municipal Class Environmental Assessment Study

The City of Brampton is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for improvements to Bramalea Road from Queen Street East to the south City limit (see map). In 2015, the City of Brampton completed a Transportation Master Plan Update that recommended the widening of Bramalea Road from 4 lanes to 6 lanes.

The EA study is assessing potential improvements along the study corridor to accommodate current and future transportation needs of pedestrians, cyclists, transit and motorists. You are invited to participate in the [Online Public Information Centre](#) to learn about the project findings to date and share your input.



The Process

The study is being carried out 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 and 2015), which is approved under the Ontario Environmental Assessment Act.

Online Public Information Centre

To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, this Public Information Centre (PIC) is being held using a virtual format.

The City of Brampton is committed to informing and engaging the public on the Bramalea Road Improvements Class EA, and will be presenting an Online Public Information Centre on the City's website starting **January 11, 2021 to February 8, 2021**.

How to Participate:

- Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or mobile phone.
- Step 2: View the material and complete the comment form provided on the website.

If you are unable to participate online please leave a voicemail with your name and phone number and a member of the project team will contact you for your input.

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:

Soheil Nejatian, P. Eng.,
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Tel : 905.874.5909
Fax : 905.874.2505
TTY : 905.874.2130
E-mail : Soheil.Nejatian@brampton.ca

Isaac Bartlett, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
Tel : 519.675.6643
Fax : 519.645.6575
E-mail : isaac.bartlett@stantec.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 January 7, 2021.



brampton.ca



Public Notice

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Public Works & Engineering, City of Brampton
Tel : 905.874.5909
Fax : 905.874.2505
TTY : 905.874.2130
E-mail : Soheil.Nejatian@brampton.ca

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Tel : 519.675.6643
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brampton.ca



NEWS



GoFundMe Photo

A GoFundMe campaign has been created to help support the family of Maureen Ambersley, a Brampton nurse who died from COVID-19 after working at a long-term care home in Mississauga.

GOFUNDME CREATED FOR MAUREEN AMBERSLEY

57-YEAR-OLD DIED ON JAN. 5

SABRINA GAMROT
sgamrot@mississauga.net

A GoFundMe campaign has been created to help support the family of 57-year-old Maureen Ambersley, a Brampton nurse who died from COVID-19 after working at a long-term care home in Mississauga.

Ambersley was a registered practical nurse and worked at Extendicare Mississauga for more than 10 years.

She spent more than 16 years working as a nurse.

The campaign described Ambersley as "someone who loved helping as much as she can" and that she "loved to bake, cook and knit for her friends and family."

On Dec. 25 Ambersley was checked into hospital with COVID-19 and was put on life support on Dec. 31, read the campaign.

She died on Jan. 5 and the union representing healthcare workers, the Service Employees International Union (SEIU), announced her death the following day.

Ambersley is the fourth SEIU member in the province that died from the virus. She is believed to be the 10th healthcare worker to die across Ontario.

According to the SEIU, all four

union members who died were woman of colour.

A statement from Extendicare Mississauga said Ambersley's compassion and commitment played a "vital role" in the community.

This message is echoed throughout the GoFundMe campaign, which highlighted Ambersley's ambition, drive and determination.

"Maureen was very dependable, work driven and determined to continue her education in the Healthcare field; to add Nurse Practitioner to her title. Maureen had a beautiful soul," read the campaign.

Once news of Ambersley's death broke, condolences rolled in from the community, including Mississauga Mayor Bonnie Crombie and MPP Nina Tangri.

"Saddened to hear of the passing of Maureen Ambersley, one of Mississauga's healthcare heroes at a long-term care home, who passed away after contracting COVID-19. My deepest condolences to her family, friends, patients and colleagues at Extendicare Mississauga," said Crombie, in a tweet.

Ambersley leaves behind her two children and grandchildren, as well as many friends and colleagues.

As of 10:30 a.m. on Jan. 7, the campaign had raised over \$9,000 towards its \$20,000 goal.

PEEL REGION'S TOP DOC EXPLAINS DIFFERENCE BETWEEN VACCINE HESITANCY AND ANTI-VAXXERS

GRAEME FRISQUE
gfrisque@metroland.com

Health and government officials alike are hailing the fast development and approval of COVID-19 vaccines as a huge medical breakthrough and essential tool in bringing the pandemic under control, but a significant portion of the population remains hesitant to roll up their sleeves.

A survey conducted by Campaign Research for the Toronto Star in early December and published Dec. 8 2020 found only 55 per cent of respondents would be willing get the vaccine if it became widely available soon.

Even before COVID-19, there were few topics more apt to ruin a dinner party than vaccine conspiracies and so-called "anti-vaxxers." But, according to Peel Region medical officer of health Dr. Lawrence Loh, not all those hesitant to take the new vaccines necessarily fall under the category of anti-vaxxers.

"I think the best way to characterize it is vaccine hesitancy is a spectrum. Certainly, anti-vaxxers are at the extreme end of the vaccine hesitancy spectrum, and for whatever reason, either due to personal values or beliefs (such as) thoughts around government as well as thoughts around the scientific process, there may be people who are resistant to receiving vaccines," Loh said.

"What we find more with vaccine hesitancy is there are folks in the middle," he added.

The Campaign Research survey revealed 21 per cent of respondents said they wouldn't take any COVID-19 vaccine, with 24 per cent answering they weren't sure.

Loh broke the "weren't sure" group in the middle into three categories:

— Those with questions and concerns over things like ingredients and the vaccine development process, but usually agree to vaccinations after their concerns are addressed by a medical professional;

— Those who don't oppose vaccination but haven't been educated about vaccines due to language or cultural barriers;

— Those not opposed to vaccinations but have difficulty or barriers in actually getting vaccinated.



Bryon Johnson/Metroland

Things like flu shots and winter-rated tires are preventative measures that can help keep you - and those around you - safer and healthier, but only if you use them.

There is also a small percentage of the population that can't take some vaccines due to allergies, severe reactions or other underlying medical issues.

According to Loh, health and government officials were prepared to have to convince a certain percentage of the population that the vaccines were both safe and effective.

"Usually, just with a little bit more information, explanation and empathizing that ultimately everyone wants to do what's best for them or their family, that often tends to win the day in terms of providing a little bit of reassurance and confidence," he said.

For those not recommended to take the recently released Pfizer vaccine due to severe allergies or a previous vaccine reaction, Loh is advising patience and says precautionary recommendations currently in place may change as the Pfizer vaccine and others go through the standard post-release monitoring process.

"Any vaccine that is approved by Health Canada is deemed safe and effective for use in the general population. But, as with any medication (or) any immunizations, there may be certain subgroups or subpopulations for which something is not recommended," Loh said, adding other vaccines going through the approval process may not carry the same restrictions.

"Long story short, as vaccines roll out (and) as further investigations go in to the question surrounding the allergy pieces ... there will be more and more certainty, hopefully, and opportunities for people who may have severe allergies to explore how to get themselves vaccinated."

- With files from Torstar

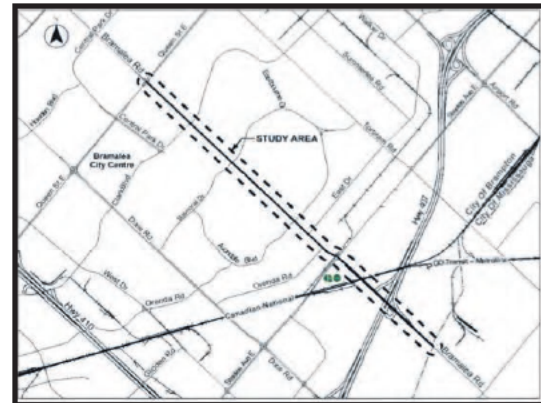
Public Notice

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE #1

Bramalea Road Improvements from Queen Street East to South City Limit Municipal Class Environmental Assessment Study

The City of Brampton is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for improvements to Bramalea Road from Queen Street East to the south City limit (see map). In 2015, the City of Brampton completed a Transportation Master Plan Update that recommended the widening of Bramalea Road from 4 lanes to 6 lanes.

The EA study is assessing potential improvements along the study corridor to accommodate current and future transportation needs of pedestrians, cyclists, transit and motorists. You are invited to participate in the [Online Public Information Centre](#) to learn about the project findings to date and share your input.



The Process

The study is being carried out 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 and 2015), which is approved under the Ontario Environmental Assessment Act.

Online Public Information Centre

To protect the health and safety of City of Brampton residents and staff during the COVID-19 pandemic, this Public Information Centre (PIC) is being held using a virtual format.

The City of Brampton is committed to informing and engaging the public on the Bramalea Road Improvements Class EA, and will be presenting an Online Public Information Centre on the City's website starting **January 11, 2021 to February 8, 2021.**

How to Participate:

- Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or mobile phone.
- Step 2: View the material and complete the comment form provided on the website.

If you are unable to participate online please leave a voicemail with your name and phone number and a member of the project team will contact you for your input.

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:

Soheil Nejatian, P. Eng.,
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Tel : 905.874.5909
Fax : 905.874.2505
TTY : 905.874.2130
E-mail : Soheil.Nejatian@brampton.ca

Isaac Bartlett, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
Tel : 519.675.6643
Fax : 519.645.6575
E-mail : isaac.bartlett@stantec.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 January 7, 2021.



brampton.ca



PEEL'S TOP DOC EXPLAINS DIFFERENCE BETWEEN VACCINE HESITANCY AND ANTI-VAXXERS

GRAEME FRISQUE
gfrisque@metroland.com

Health and government officials alike are hailing the fast development and approval of COVID-19 vaccines as a huge medical breakthrough and essential tool in bringing the pandemic under control, but a significant portion of the population remains hesitant to roll up their sleeves.

A survey conducted by Campaign Research for the Toronto Star in early December and published Dec. 8 2020 found only 55 per cent of respondents would be willing get the vaccine if it became widely available soon.

Even before COVID-19, there were few topics more apt to ruin a dinner party than vaccine conspiracies and so-called "anti-vaxxers." But, according to Peel Region medical officer of health Dr. Lawrence Loh, not all those hesitant to take the new vaccines necessarily fall under the category of anti-vaxxers.

"Vaccine hesitancy is a spectrum. Certainly, anti-vaxxers are at the extreme end of the vaccine hesitancy spectrum. Either due to personal values or beliefs (such as thoughts around government as well as thoughts around the scientific process, there may be people who are resistant to receiving vaccines," Loh said.

"What we find more with vaccine hesitancy is there are folks in the middle," he added.

The Campaign Research survey revealed 21 per cent of respondents said they wouldn't take any COVID-19 vaccine, with 24 per cent answering they weren't sure.

Loh broke the "weren't sure" group in the middle into three categories:



Bryon Johnson/Metroland
Things like flu shots and winter-rated tires are preventative measures that can help keep you - and those around you - safer and healthier, but only if you use them.

- Those with questions and concerns over things like ingredients and the vaccine development process, but usually agree to vaccinations after their concerns are addressed by a medical professional;

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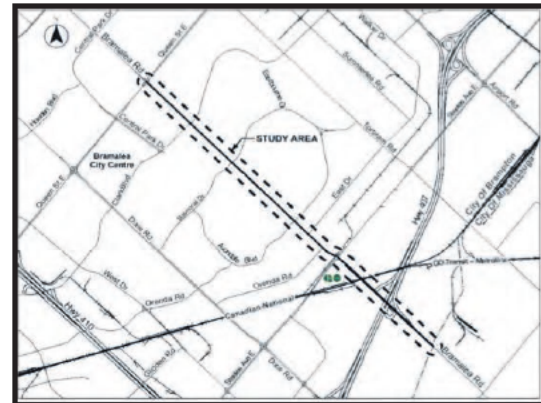
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The EA study is assessing potential improvements along the study corridor to accommodate current and future transportation needs of pedestrians, cyclists, transit and motorists. You are invited to participate in the [Online Public Information Centre](#) to learn about the project findings to date and share your input.



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This notice first issued on January 7, 2021.



brampton.ca



Your Targeting Report

Mailing Campaign Details

10-30-2020

SARAH LANG

Mailing ID 9MJV091655330360000



Thank you for taking advantage of our targeting service - a one stop solution designed to help you get the most out of your Smartmail Marketing™ campaigns.

- Anonymous Precision Targeter users will have their reports saved and accessible for 30 days from the day the report has been generated.
- Signed-In Precision Targeter users will have their reports saved and accessible for 13 months from the day the report has been generated.

Inside, find comprehensive insight into your selected trade area, including:

Variables	
Address Attributes	Houses, Apartments, Farms and Businesses
Number of Mail Pieces	6047
Urban / Rural	All
Delivery Mode (Route Type)	Letter Carrier (LC), Rural Route (RR), Suburban Service (SS), General Delivery (GD), Lock Box (LB), Call For (CF), Motorized Route (MR), Direct (DR)
Valid for Mailings From	20-10-16 To 20-11-12
Householder Types	Consumer's Choice

Not only does the attached report provide an in-depth look at your chosen trade area, it also harnesses the power of data analytics to help maximize your return on investment (ROI) by providing you with:

- A Route Ranking report that prioritizes your postal route selections based on your demographic criteria, enabling you to deliver your message to the people most likely to respond;
- A Postal Station Summary report that indicates the facilities responsible for your mailing;
- Maps, Impact Assessment, and many other campaign-enhancing resources.

Do you want to further improve your Smartmail Marketing™? Take advantage of our suite of data and targeting solutions:

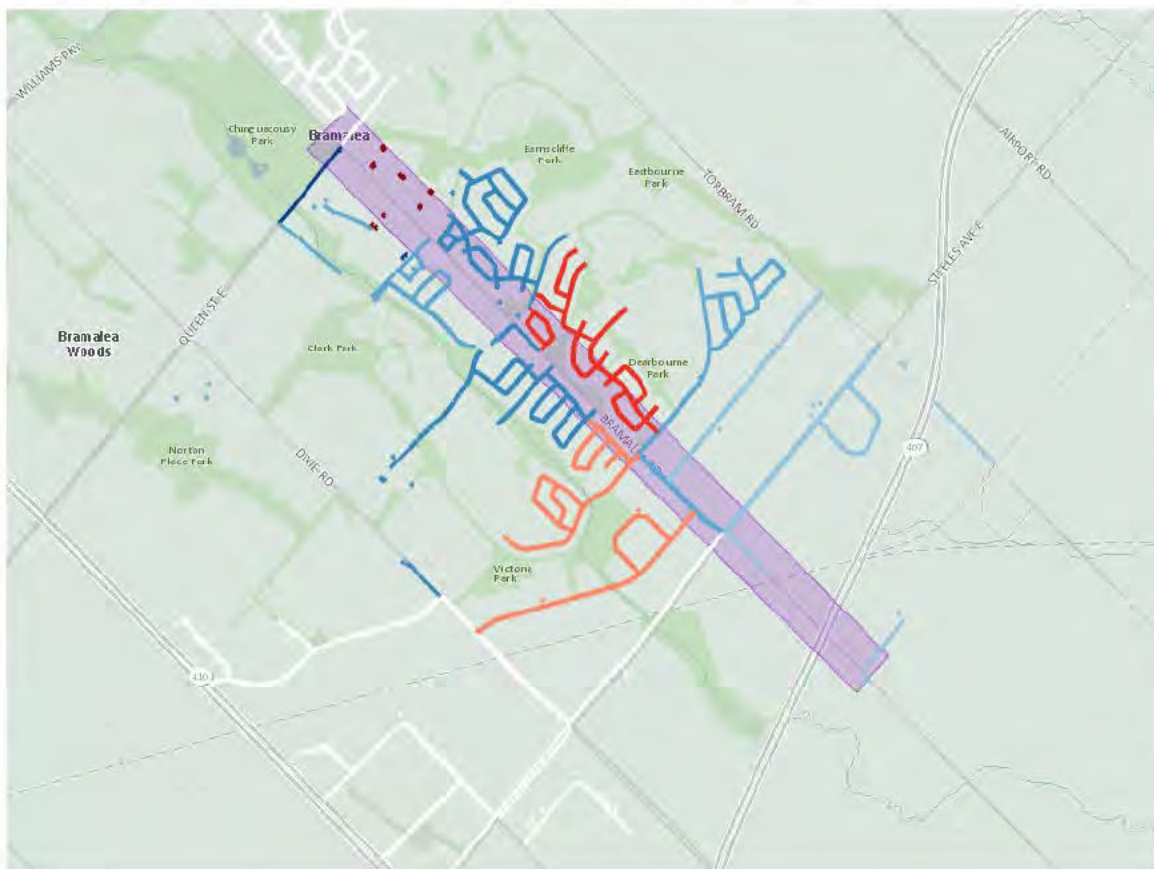
Canada Complete Lists	Data Management Services	Analytics
Canada Complete lists provide one of the largest reach in Canada, drawing from Canada Post's mail delivery database of over 13 million residential addresses and close to a million business addresses. With our additional targeting filters, supplement your list by pinpointing specific audiences that best match what your best prospects look like.	With the help of Canada Post's Data Management Services, you can improve your address accuracy, identify movers, and suppress duplicate records. This will ensure clean, current, and accurate mail files - in doing so, you will have less undeliverable mail and an improved ROI.	Our analytics experts will work with you to ensure your consumer data delivers optimal results. For example, we can help identify highest-potential customers and prospects through penetration analysis, location intelligence, segmentation, modeling and profiling.

Questions? Contact your Canada Post Sales Representative or our Commercial Service Network at 1-866-757-5480.

Your Targeting Report

Route Ranking Report

Reaching the right people with the right message is a key driver of campaign success. The map below shows your selected trade area and the routes that make up your coverage. The routes are colour coded according to the penetration of your selected demographic variable(s) to show how closely it matches your ideal prospect.



Your Targeting Report

Route Ranking Report



Below you will find your Route Ranking Report, which provides you with a tabular view of the routes within your trade area ranked according to the value of the selected demographic variable(s). By looking at the "Cumulative Penetration" and the "Cumulative Points of Call" columns, you can easily determine which routes you need to target in order to meet your desired quota.

SARAH LANG

FSA	Delivery Mode (Route)	Depot	All Points Of Call	Cumulative Points of Call
L6T	LC0070	BRAMPTON LCD B	1186	1186
L6T	LC0073	BRAMPTON LCD B	1078	2264
L6T	LC0026	BRAMPTON LCD B	683	2947
L6T	LC0037	BRAMPTON LCD B	631	3578
L6T	LC0076	BRAMPTON LCD B	590	4168
L6T	LC0043	BRAMPTON LCD B	540	4708
L6T	LC0045	BRAMPTON LCD B	484	5192
L6T	LC0040	BRAMPTON LCD B	466	5658
L6T	LC0035	BRAMPTON LCD B	389	6047

Your Targeting Report

Postal Station Summary



To avoid transportation charges, you may want to deposit your Neighbourhood Mail™ directly at each postal station responsible for your mailing. The table below provides you with a list of post offices where you need to induct your mailing, and how many pieces must be deposited at each location.

HOUSES	APARTMENTS	FARMS	BUSINESSES	TOTAL POINTS OF CALL
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BRAMPTON LCD B2-26 HALE RD BRAMPTON ON L6W 1B0

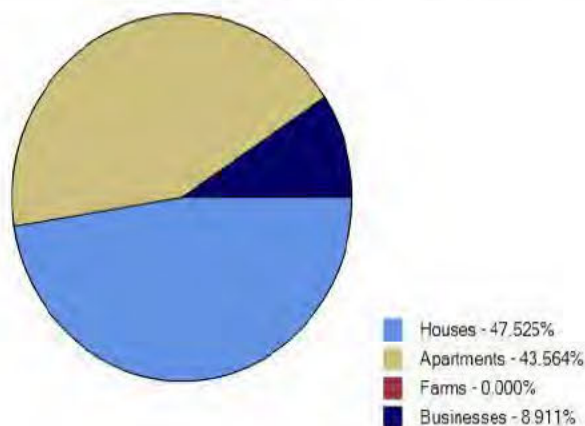
TOTAL	2873	2632	0	542	6047
GRAND TOTAL	2873	2632	0	542	6047

Your Targeting Report

Trade Area Marketing Insights

Below, you will find some insights to your trade area. The provided charts give a simple visual representation of some key characteristics of your target area in order to help you better understand the dynamics of your market.

Address Attributes



This chart provides you with a breakdown of various delivery points within your trade area, based on your selected address attributes.

The majority of your area is characterized by:
Houses

Did you know...

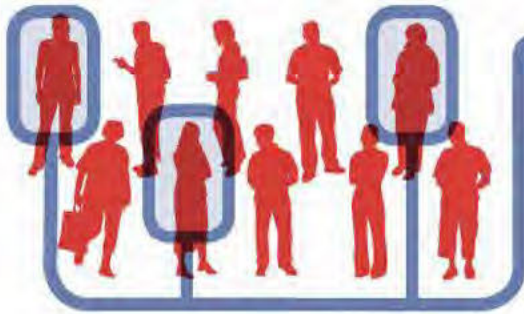
We can help you discover and harvest untapped market potential? We do so by generating a list of additional high value routes, typically located just outside your selected trade area, that meet or exceed your targeting criteria. To take advantage of this offering, simply accept our high value walk suggestions within the online application or request this feature when having an analysis run by our team of geospatial analysts.

Your Targeting Report

Powerful Data & Targeting



Looking for more ways to harvest the campaign-boosting powers of data and analytics? We have options...



It's time to be more direct. Reach more prospects with Canada Complete lists from Canada Post

Canada's best list just got even better. Our lists provide one of the largest reach in Canada, drawing from our mail delivery database of over 13 million residential addresses and close to a million business addresses. By customizing your mail with a name and/or an address you can provide an instant boost to open rates and responses. With our additional targeting filters, supplement your list by pinpointing specific audiences based on geographic, demographic, and lifestyle criteria that best match what your best prospects look like.

Why choose Canada Complete?

- We have more addresses than anyone else and with the best market penetration in the country
- Gain access to the most complete list that can provide nationwide access to apartments and suite numbers
- Validated addresses that you know are deliverable - save money by reducing returned mail
- Exclude existing customers by suppressing addresses you already have - only pay for the records you need
- Canada's best list for accessing Canadian New Movers - a segment that spends \$11B annually
- Enhance your list with a range of unique and exclusive targeting filters to reach your best audience

Ensure your mailing list is valid

Is bad address data hindering your campaign performance? Thanks to our **Smart Data Cleaner**, it doesn't have to. This easy-to-use online tool lets you clean and update your customer and prospect mailing lists. Not sure if your list needs a scrub? Get a free diagnostic first.

Reach people by name and boost response

Neighbourhood Mail™ is a powerful and effective marketing solution. To take your targeting to a whole new level use Canada Post Personalized Mail™, and reach Canadians by name and address at their place of residence or work. Studies have shown that 87% of Canadians are likely to read mail that is addressed to them personally, and that Personalized Mail™ garners three times as much attention as Neighbourhood Mail™.

Turn your customer data into actionable insight with our Advanced Analytics Services

Data is the fuel that drives campaign performance, but it can sometimes be a challenge to analyze and take action on it. That's where our dedicated team of analytics experts comes in. Through **penetration analysis, location intelligence, segmentation, modeling and profiling** they can help enhance your response potential by identifying your highest potential prospects.

Want to learn more about our powerful Data & Targeting Solutions?

Visit our website: www.canadapost.ca/datatargetingsolutions

email us at: data.targetingsolutions@canadapost.ca

If you wish to speak with one of our Data and Targeting specialists, call us at **1-877-281-4137**

1. **Address Attributes:** Describes the types of buildings present in your trade area, whether they are houses, apartments, farms, and/or businesses.
2. **All Points of Call:** The total number of physical locations (points of call) receiving your mailing on a given letter carrier's route, which can be houses, apartments, farms and/or businesses based on your selection criteria.
3. **Average Value:** The average value (%) of the chosen Statistics Canada demographic variables that can be associated with the letter carrier's route, which provides you with insight into your recipients.
4. **Cumulative Penetration:** The cumulative percentage of penetration associated with the letter carrier's routes based on the selected demographic variables.
5. **Cumulative Points of Call:** The cumulative point of call count associated with the letter carrier's routes, which has been calculated by adding the previous Delivery Mode rows in the report.
6. **Delivery Mode:** The area served by a letter carrier.
7. **Depot:** A postal facility established for the processing and delivery of mail. Example: Etobicoke, Ontario.
8. **Forward Sortation Area (FSA):** The first three characters (alpha-numeric-alpha) of a Postal Code ^{CM}, which represent a geographic area. Example: M9W
9. **Postal Station Summary:** This report indicates which postal stations are responsible for your targeted routes. The count of each point of call type (houses, apartments, farms, and/or businesses) is displayed for each depot. The total point of call count, listed at the end of the report, denotes the number of houses, apartments, farms, and/or businesses associated with each postal station.
10. **Route ID:** This represents the identifier assigned to each letter carrier's route. Its primary use is for the coordination of the mail delivery.
11. **Target Variables:** A report can have a minimum of one to a maximum of three Statistics Canada demographic variables selected. These variables are displayed in the value columns as a percentage (%) that can be associated with that entire Delivery Mode.
12. **Total Points of Call:** The total number of houses, apartments, farms, and/or businesses (based on your selection) associated with the depot in your Postal Station Summary. This number indicates how many pieces are required for each depot.
13. **Total:** This row represents the sum of each dwelling type (houses, apartments, farms, and/or businesses) within a depot.
14. **Valid for Mailings From:** Due to monthly route restructures, the results found within this report are valid between these dates. Mailing outside of these dates could cause delivery problems or pose a risk of non-delivery.

Appendix C

PIC Displays and Transcript

WELCOME

to the

Bramalea Road Corridor Improvements

Municipal Class Environmental Assessment Study

From Queen Street East to the South City Limit

Public Information Centre #1

January 11, 2021 to February 8, 2021

Study Area and Objectives

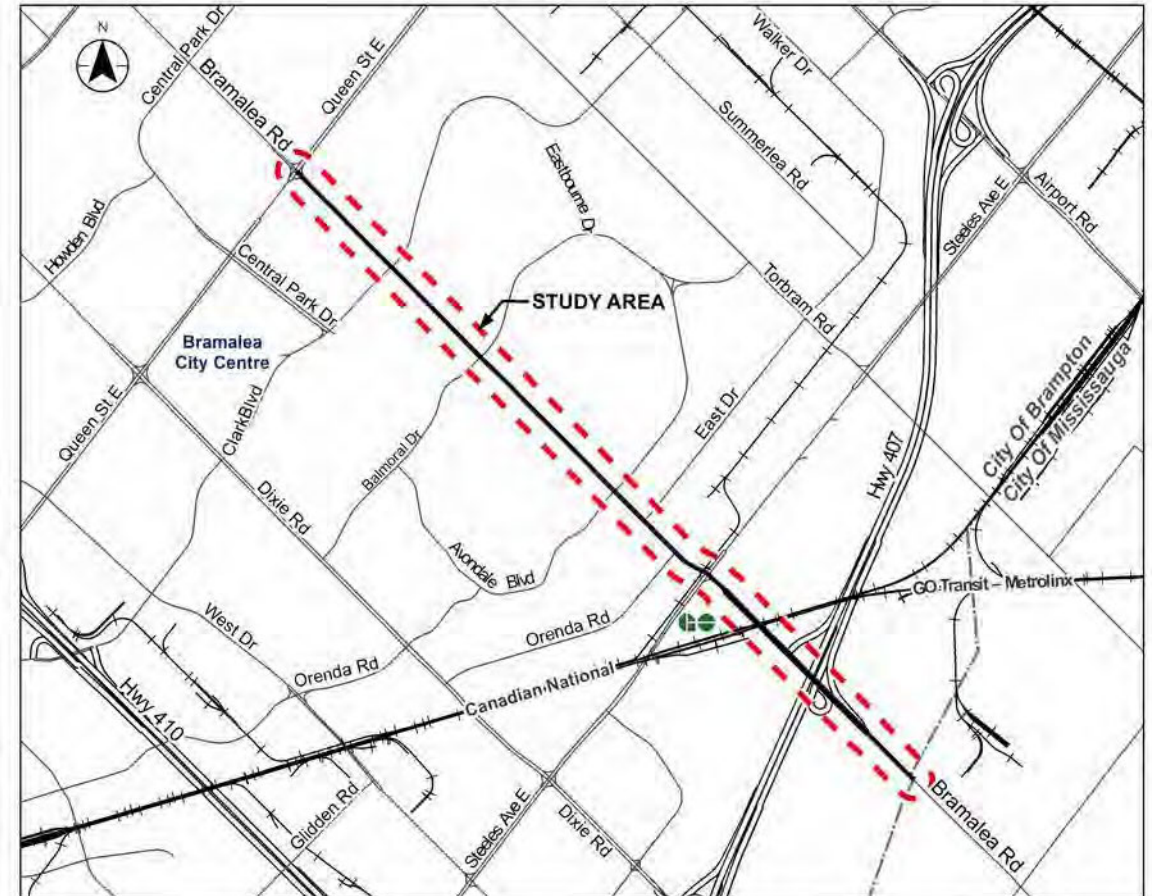
The City of Brampton has initiated a Municipal Class Environmental Assessment (MCEA) study for improvements to Bramalea Road from Queen Street East to the south City limit, approximately 790m south of Highway 407.

Study Area

Bramalea Road is classified as a Minor Arterial Road with a right of way width of 36m. The existing corridor consists of 4 general purpose travel lanes, with sidewalks on the east and west sides of the corridor, which become discontinuous south of Steeles Ave. The Bramalea GO Station is located within the corridor.

Study Objectives

Accommodate current and future transportation needs for all modes of travel, including pedestrian, cyclists, transit users and motorists.



Study Process

- The MCEA study process frames the planning and implementation of municipal infrastructure.
- An MCEA is a planning process for municipal infrastructure, legislated by the *Ontario Environmental Assessment Act*. This MCEA Study is being conducted as a Schedule 'C' project under the MCEA document (October 2000, as amended).
- This EA covers Phases 1 to 4.



Planning and Policy Context

Recommendations from Key Planning Documents

- Achieve safe, convenient and attractive transportation options for pedestrians and cyclists within, and where feasible between settlement areas
- Create a balanced, integrated and sustainable transportation system
- Promote and encourage the increased use of Public Transit and other sustainable modes of transportation
- Maximize capacity of the transportation system by focusing on moving people and goods rather than on moving vehicles

Regional Plans



Municipal Plans



Provincial Plans



Planning and Policy Context

Brampton 2040 Vision (2018)

By the year 2040, the City of Brampton is expecting to experience a 63% increase in population.

The study area is surrounded by Major Growth Areas, suggesting the need for improvements for all modes of transportation for improved travel demand and network connectivity.

The 2040 Vision proposes a transportation system which prioritizes walking, cycling, transit and private vehicles, in order to prioritize and increase the mode shares of trips made using sustainable modes of transportation.



25-30 Year Growth Projections

	Existing 2016	New Growth	2040+
Dwelling Units	170,000	136,000	306,000
Population	615,000	385,000	1,000,000
Jobs	205,000	185,000	390,000

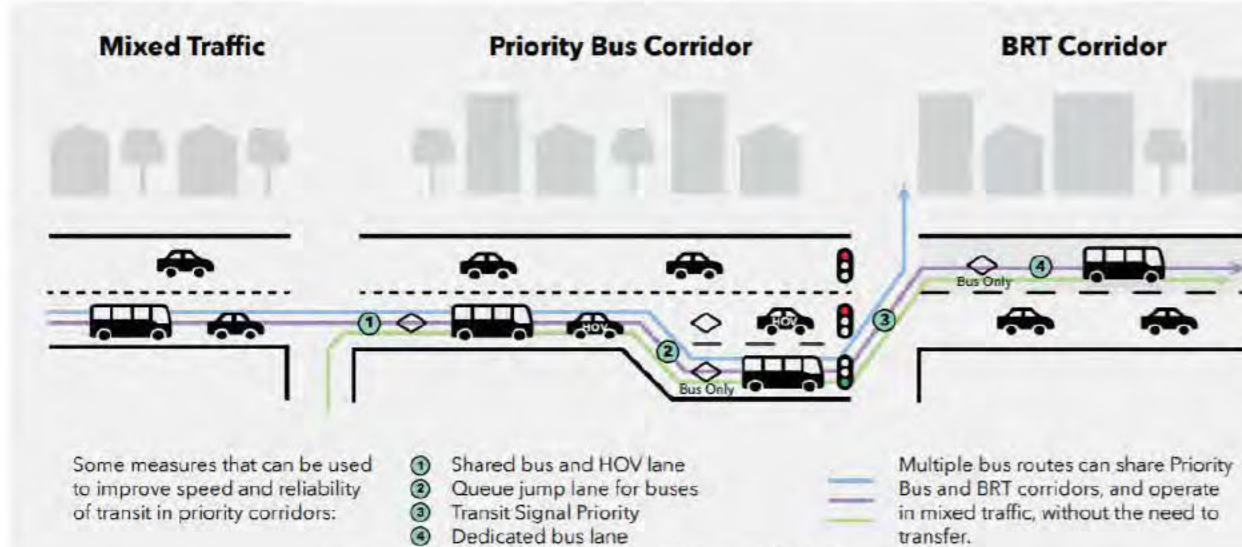
Reference: Page 10 - Brampton 2040 Vision, 2018

Planning and Policy Context

Metrolinx 2041 Regional Transportation Plan (RTP)

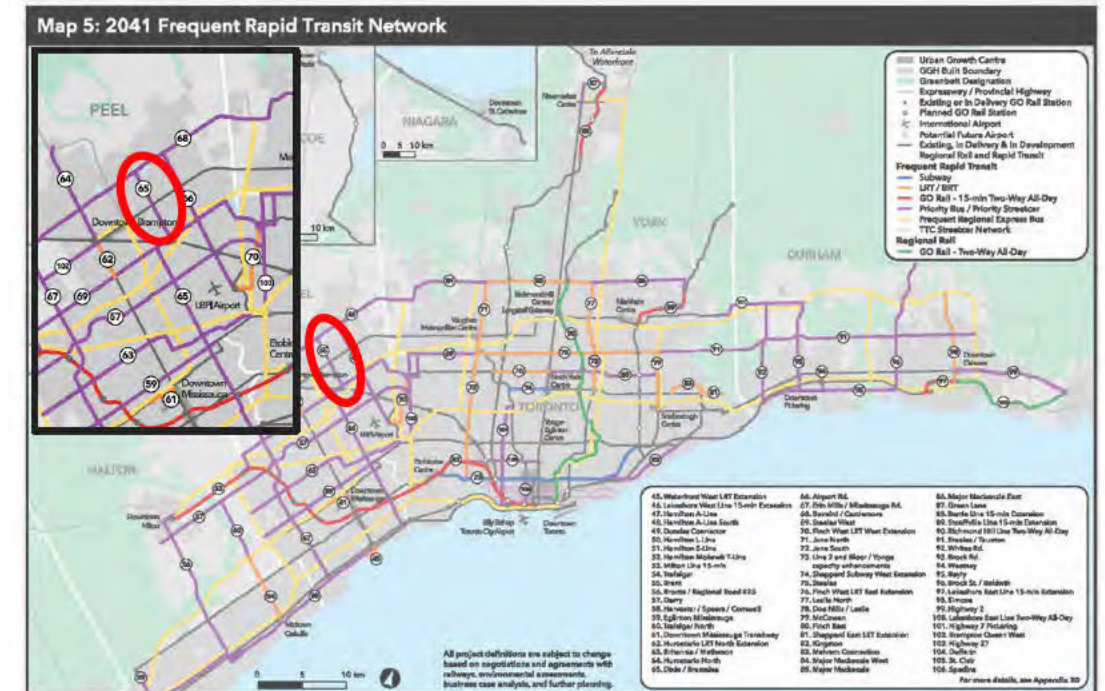
The RTP identifies the Dixie/Bramalea corridor as Priority Bus. Key characteristics of Priority Bus corridors include:

- Enforced HOV lane or other traffic restrictions
- Typically aligned to curb
- Queue jump lanes and signal priority at intersections
- Faster operating speed than mixed-traffic operation



Reference: Figure 20 from Metrolinx 2041 RTP

Reference: Figure 18 from Metrolinx 2041 RTP



Study Background – Transportation Planning

City of Brampton Transportation Master Plan (TMP) (2015)

Identifies improvements along the Bramalea Road Corridor to support future road, transit and active transportation networks.

City of Brampton Active Transportation Master Plan (ATMP) (2019)

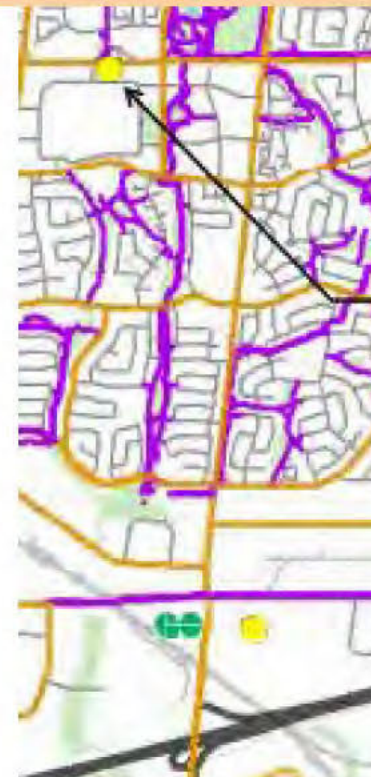
Recommends a multi-use/boulevard path along the Bramalea Road corridor.

2041 TMP Road Network



Widen Bramalea Road to 6 lanes

2041 TMP AT Network



Multi-use path/boulevard path for Active Transportation (pedestrians and cyclists)

2041 TMP Transit Network

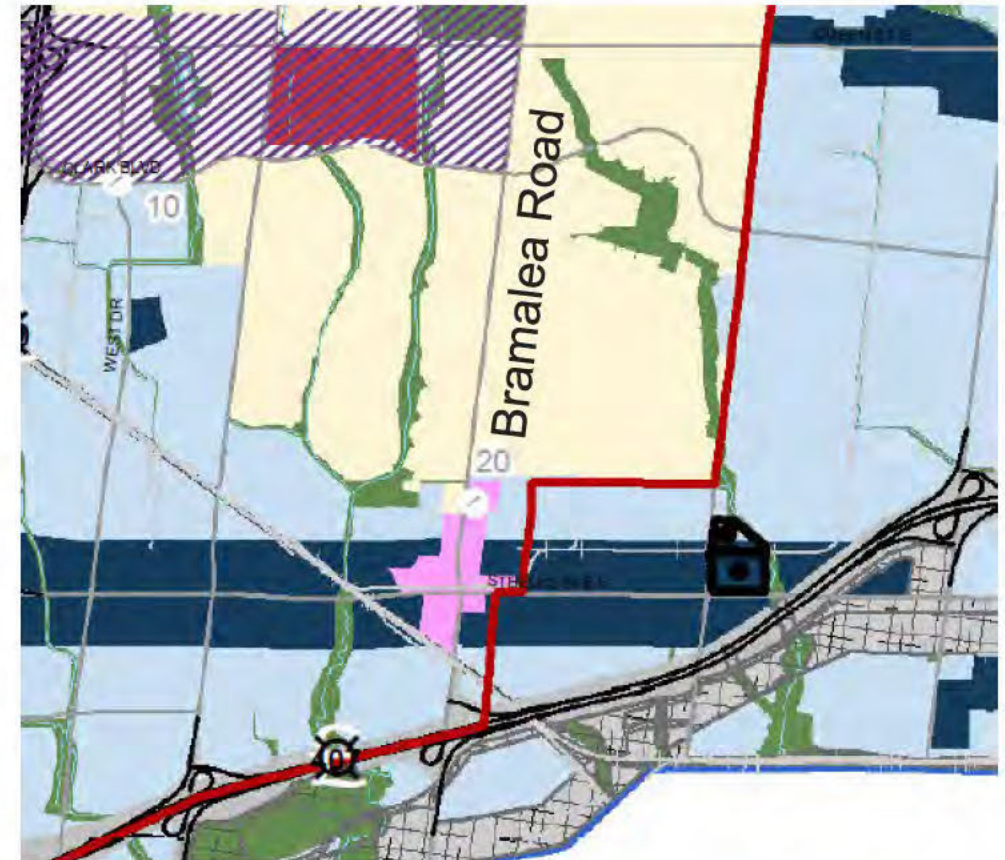


ZUM corridor connecting into a support corridor south of Steeles Avenue

Existing Conditions – Land Use

City Of Brampton Official Plan

- The study area is primarily Residential, with Industrial, Office and Business Corridor designated lands to the south.
- West of Bramalea Road, from Queen Street East to Clark Boulevard, is a designated 'Growth Centre', and is an important Regional Node which includes significant Civic, Institutional, Cultural, Entertainment, Commercial, Employment and Residential uses.



BUSINESS CORRIDOR	N-W BRAMPTON URBAN DEVELOPMENT AREA	PROVINCIAL HIGHWAYS	VILLAGE RESIDENTIAL	CORRIDOR PROTECTION AREA
ESTATE RESIDENTIAL	OFFICE	REGIONAL RETAIL	CENTRAL AREA	GREENBELT LEGEND
INDUSTRIAL	OPENSOURCE	RESIDENTIAL	SPECIAL LAND USE POLICY AREA	L.B.P.I.A. OPERATING AREA
MAJOR INSTITUTIONAL	PARKWAY BELT WEST	UTILITY	SPECIAL STUDY AREA	DEFERRAL

Existing Conditions – Land Use

City Of Brampton Official Plan – Secondary Plan Areas

There are 5 Secondary Plans which surround the Study Area:

- Queen Street Corridor Secondary Plan
- Southgate Secondary Plan
- Avondale Secondary Plan
- Steeles Industrial Secondary Plan
- Bramalea Mobility Hub Secondary Plan

Bramalea Mobility Hub Secondary Plan

- A hub planned to accommodate a concentration of higher density mixed uses and have a built form and streetscape that are pedestrian friendly and support a compact and transit supportive node.
- Supports appropriate road widening of Bramalea Road from Steeles Avenue to Avondale/Dearbourne Avenue from 4 to 6 lanes, transit improvements including High Occupancy Vehicle or Reserved Bus Lanes (HOV/RBL), and local bicycle routes.



Existing Conditions – Natural Environment

Terrestrial Habitat

- A Terrestrial Habitat Assessment, Ecological Land Classification (ELC) mapping and Significant Wildlife Habitat (SWH) assessment were completed.
- Trees in the right-of-way were assessed by a certified arborist.
- Meadow habitat (pictured) in the southern section of the study area has the potential to provide habitat for Common Nighthawk, Eastern Meadowlark, Monarch and Rusty-patched Bumblebee.
- No species at risk (SAR) or SAR habitat was identified in the study area.



Fish and Fish Habitat

- There are no aquatic features in the study area.

Existing Conditions – Cultural Heritage

Built Cultural Heritage and Cultural Heritage Landscapes

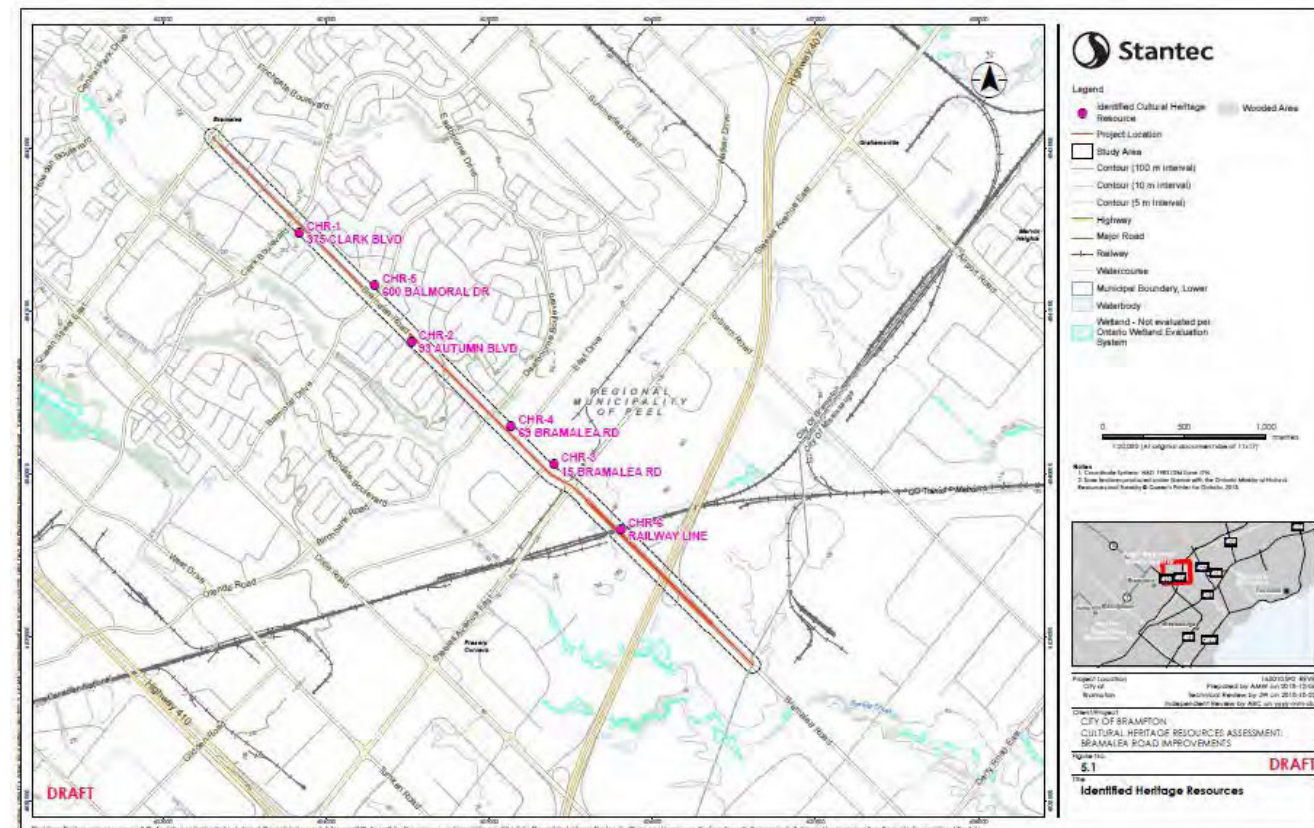
A Cultural Heritage Assessment has been completed.

- 3 properties in proximity to/within the study area are listed on the City's Municipal Register of Cultural Heritage Resources.
- 6 properties were determined to have Cultural Heritage Value or Interest, under O. Reg. 9/06.
- No provincial heritage properties are within or adjacent to the Study Area.

Archaeological Resources

A Stage 1 Archaeological Assessment has been completed. Previously disturbed areas along the Bramalea Road Corridor retain low to no archaeological potential.

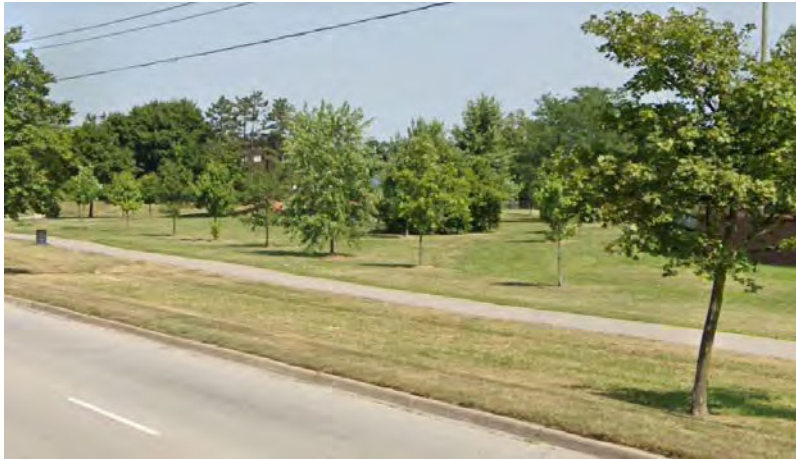
A Stage 2 archaeological assessment is required for areas which remain undisturbed, as there is potential for archaeological resources.



Existing Conditions - Transportation

Bramalea Road is a 4-lane Minor Arterial Road, designated as a Primary Transit Corridor.

Cycling Facilities



The only available cycling facility within the study area is a Multi-Use Path on the east side of the Bramalea Road corridor. The path runs from Balmoral Drive to Dearbourne Boulevard.

Transit Services



Serviced by GO Transit, Brampton Transit with bus stops provided along the corridor. Transit is part of mixed-use traffic on Bramalea Road. Bramalea GO Station is located at south end of Study Area.

Pedestrian Facilities



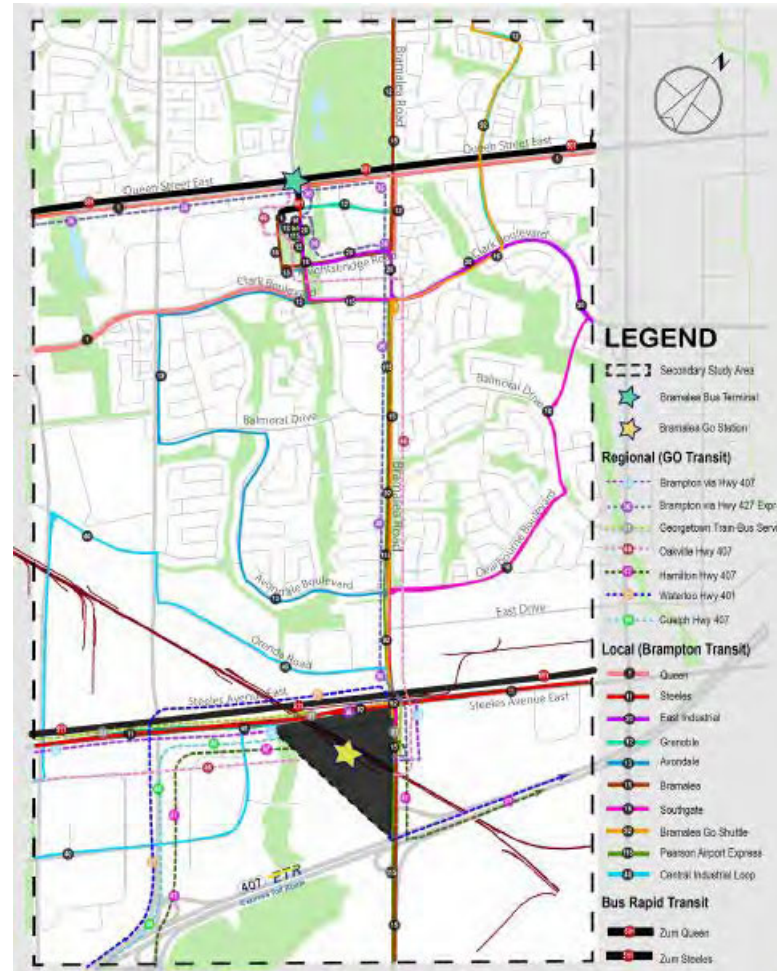
Bramalea Road has existing sidewalks along the east and west sides of the corridor, which become discontinuous south of Steeles Avenue.

Existing Conditions - Transportation

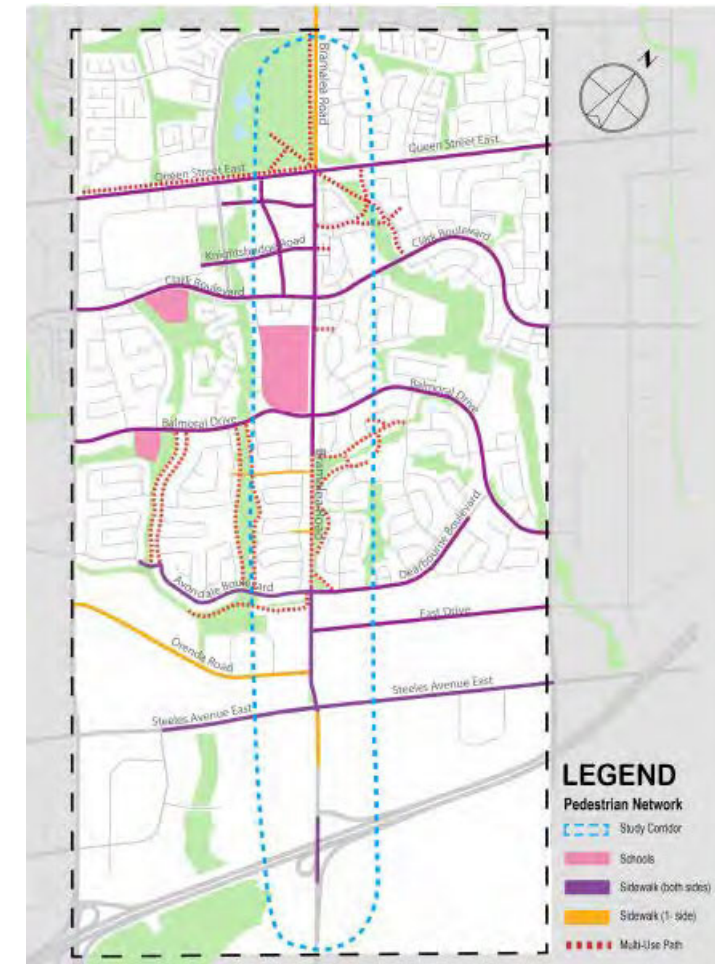
An existing conditions assessment was completed to identify the transportation problems in the corridor and evaluate alternatives which best serve all modes of transportation.

Existing Conditions Assessment

- Population & Employment Characteristics
- Land Use Characteristics
- Transit Routes
- Active Transportation Facilities
- Network Capacity Assessment
- Synchro & VISSIM Modelling
- Multi-Modal analysis, which looks at the benefits to transit, cycling, pedestrian, truck, and automotive Levels Of Service (MMLOS).








Existing Transit Routes



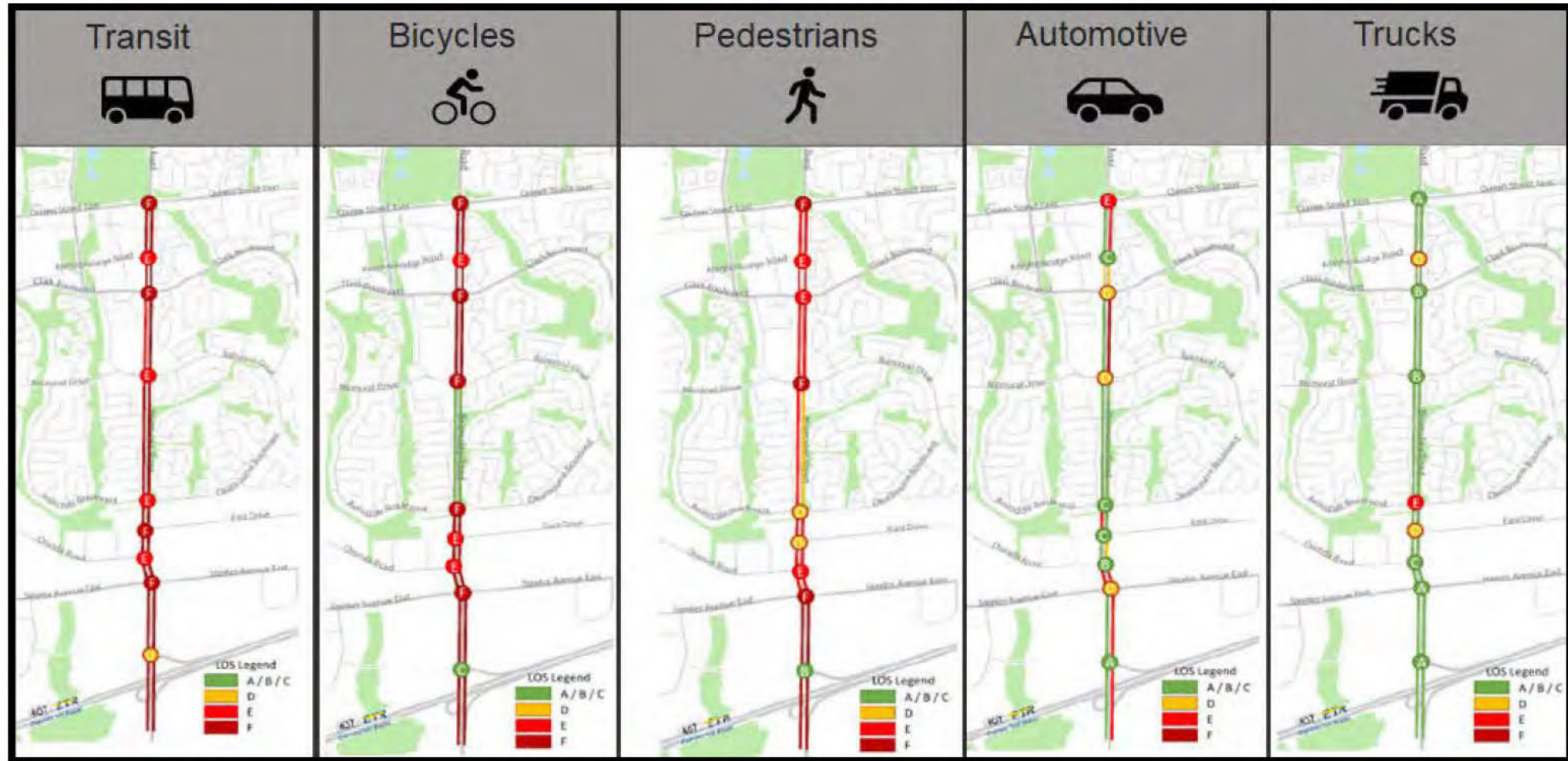
Existing Active Transportation Facilities

Existing Conditions – Multi-Modal Level of Service

Level of Service (LOS) is a mechanism used to determine how well a transportation facility is operating from a traveler's perspective. The following LOS criteria was used to analyze the Bramalea Road corridor:

Mode	High Level of Service (LOS A, B, C, D)		Low Level of Service (LOS E, F)	
	A / B / C	D	E	F
Transit 	Short delays, high levels of reliability		Long delays, low levels of reliability	
Bicycles 	High level of comfort, low level of risk/stress		Low level of comfort, high level of risk/stress	
Pedestrians 	High level of comfort, low risk, short delays		Low level of comfort, high risk, long delays	
Automotive 	Low lane utilization		High lane utilization	
Trucks 	Unimpeded movement, short delays		Impeded movement, long delays	

Existing/Future (2041) Do Nothing - Transportation



The Multi-Modal Level of Service (MMLOS) along the existing corridor is similarly represented as the Future (2041) Do Nothing MMLOS.

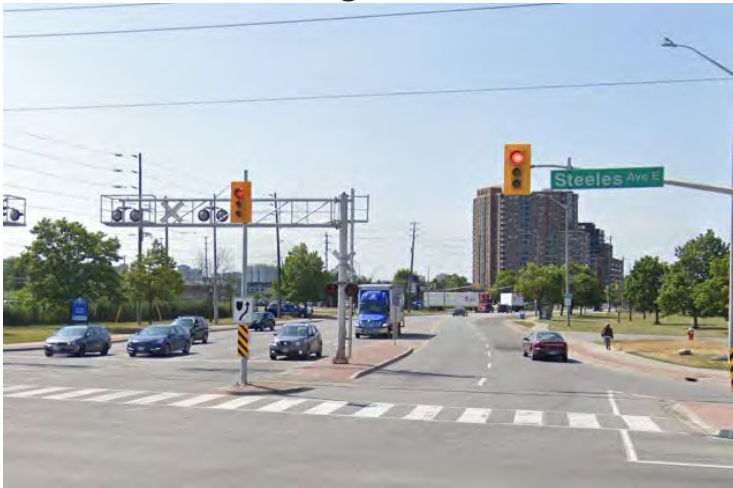
Existing Conditions – Safety

The overall recorded collisions have dropped significantly between 2012 and 2017.

Intersection Safety

The highest number of collisions along the corridor were reported at the intersections of Bramalea Road with Queen Street East and Steeles Avenue East.

Intersection improvements will consider upgrades to the pedestrian crossings, removal of the channelized right turns, inclusion of crossings for cyclists, and interaction with the rail crossing at Steeles Avenue.



Mid-Block Safety

The segments north and south of Steeles Avenue, and the segment between Clark Boulevard and Balmoral Drive experienced the highest number of collisions.

Access points will be reviewed for access management improvements as part of the overall preferred plan. In addition, the overall traffic speeds will be reviewed.



Problem & Opportunities

The City of Brampton is transitioning from a historically “suburban” to a more “urban” development context. New infrastructure, transportation services, and travel demand management measures are required to accommodate this rapid growth while protecting established communities and businesses. The City of Brampton aims to curb urban sprawl, develop “complete communities”, protect employment lands, foster intensified development, and is committed to rethinking how their transportation system can meet future demand.

Active Transportation

Poor pedestrian and bicycle level of service due to narrow sidewalks, high traffic volumes and operating speeds, along with missing sidewalks at the south limit of the study area. Bicycle facilities are generally missing throughout the corridor.

Transit

Operates generally at a poor level of service because of buses travelling in mixed traffic and in congested conditions during peak periods, with no transit priority measures.

Automobiles

Shows issues with level of service at certain locations that will worsen by 2031 and 2041.

Goods Movement

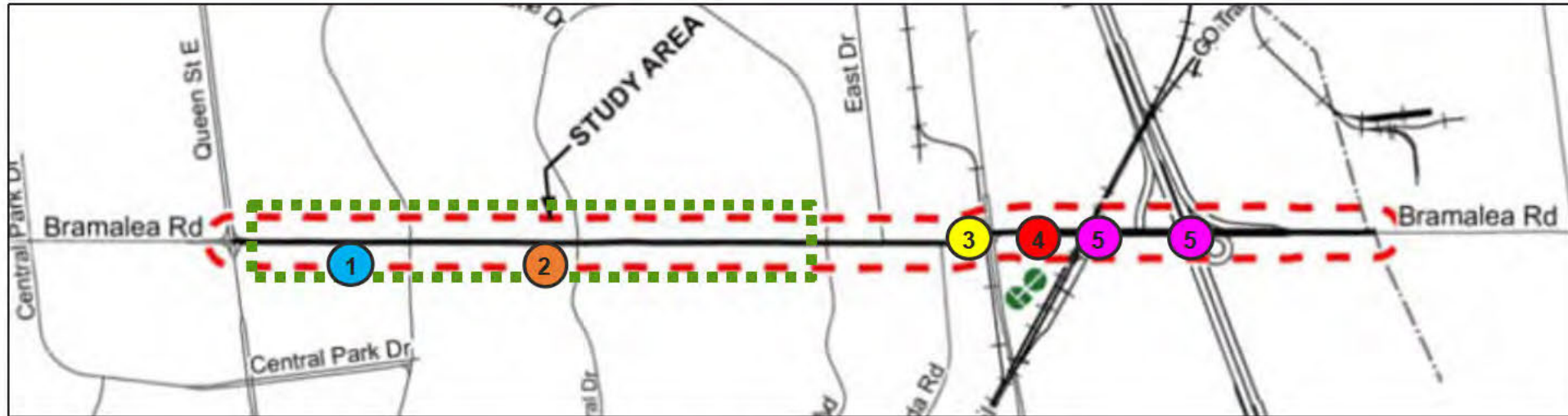
Shows issues with level of service at certain locations that will worsen by 2031 and 2041.

Due to projected growth in travel demand, Bramalea Road corridor is forecasted to experience multi-modal deficiencies. If not addressed, the road will become more congested, and alternative modes of transportation will continue to be underutilized.


Alternative Solutions Considered

Alternative Solution		Description
1	Do Nothing	Maintain existing conditions, including the number of lanes, discontinuous sidewalks and no cycling facilities.
2	Improvements to Other Roadways	Capacity improvements would take place on parallel roadways (e.g., Dixie Road, Torbram Road) to attract auto users away from Bramalea Road.
3	Transportation Demand Management (TDM)	Implement transportation demand management measures to reduce travel demand and encourage use of sustainable modes of transportation.
4	Active Transportation (AT) Improvements (Pedestrian and Cyclists)	Widen right-of-way enough to accommodate continuous cycling and pedestrian facilities along Bramalea Road through the implementation of multi-use paths along the corridor that are maintained year-round, with signalized crossrides. Improve pedestrian comfort and reduce intersection delay by reducing the speeds along Bramalea Road and increasing the effective walk time.
5	Widen Corridor to Accommodate Transit Queue Jump Lanes (with AT improvements)	Maintain the existing number of lanes and widen corridor enough to accommodate queue jump lanes for buses.
6	Conversion of Curb Lanes to Dedicated HOV/Transit Lane ("Road Diet") (with AT improvements)	Maintain existing number of lanes and convert the farthest right lane (in each direction) into dedicated Transit/HOV lanes.
7	Widen Corridor to Accommodate 4 General Purpose Lanes (GPL) and 2 Dedicated Transit/HOV Lanes, including AT improvements	Widen right-of-way to 6 lanes with dedicated transit/HOV lanes.

Corridor Constraints



Key Features of the study area include:

- 1** Underground parking infrastructure near right of way
- 2** Bramalea Secondary School
- 3** At grade rail crossing at Steeles Avenue
- 4** Discontinuous sidewalks and cycling facilities
- 5** Structures over Highway 407 and rail line
-  Residential properties in close proximity to right of way



Factors for Analysis and Evaluation

Alternative Solutions were assessed using the factors and criteria below, and will integrate comments received from agencies, stakeholders and members of the public.



Technical Considerations

- Accommodation of Future Travel Demands
- Safety
- Road Network Compatibility/Connectivity
- Public Transit Service
- Accommodation of Pedestrians/Cyclists
- Response Times/Access for Emergency Vehicles
- Neighbourhood Traffic Infiltration – Local Access
- Accessibility
- Travel Time
- Services/Utilities
- Costs
- Benefit of Transportation Investment
- Construction Staging



Socio-Economic Environment

- Land and Regional Planning
- Community/Urban Design
- Compatibility with Existing and Proposed Developments
- Aesthetics
- Property Impacts
- Business Operations
- Noise Impacts



Planning Objectives

- Consistent with Provincial Plans and Policies
- Consistent with Regional Plans and Policies
- Consistent with Municipal Plans and Policies



Natural Environment




































- Vegetation and Wildlife
- Air Quality
- Climate Change
- Groundwater



Cultural Environment

- Archaeological Resources
- Cultural Landscapes
- Built Heritage Resources

Alternative Solutions

Evaluation Criteria	Planning Objectives	Technical Considerations	Natural Environment	Cultural Environment	Socio-Economic Environment	Recommendation
Alternatives:						
1. Do Nothing						<i>Not Recommended</i>
2. Improvements to Other Roadways						<i>Not Recommended</i>
3. Travel Demand Management (TDM)						Carried forward as part of overall recommended solution.
4. Active Transportation (AT) Improvements (Pedestrian and Cyclists)						Carried forward as part of overall recommended solution.
5. Widen Corridor to Accommodate Transit Queue Jump Lanes (with AT Improvements)						Carried forward as part of overall recommended solution.
6. Conversion of Curb Lanes to Dedicated HOV/Transit Lane ("Road Diet") (with AT Improvements)						<i>Not Recommended</i>
7. Widen Corridor to Accommodate 4 General Purpose Lanes and 2 Dedicated /HOV Lanes (with AT Improvements)						<i>Not Recommended</i>



Most Preferred



Moderately Preferred



Least Preferred

Recommended Alternative Solution

To support future growth and travel demands within the City of Brampton, and to improve capacity along the Bramalea Road corridor, the following combination of alternative solutions are recommended to allow flexibility to address the identified problems and opportunities:

- Transportation Demand Management
- Active transportation improvements (pedestrian and cyclists)
- Widen the northern portion of the corridor to accommodate transit queue jump lanes
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes and due to closely spaced intersections, queue jump lanes are extended throughout as continuous transit lanes

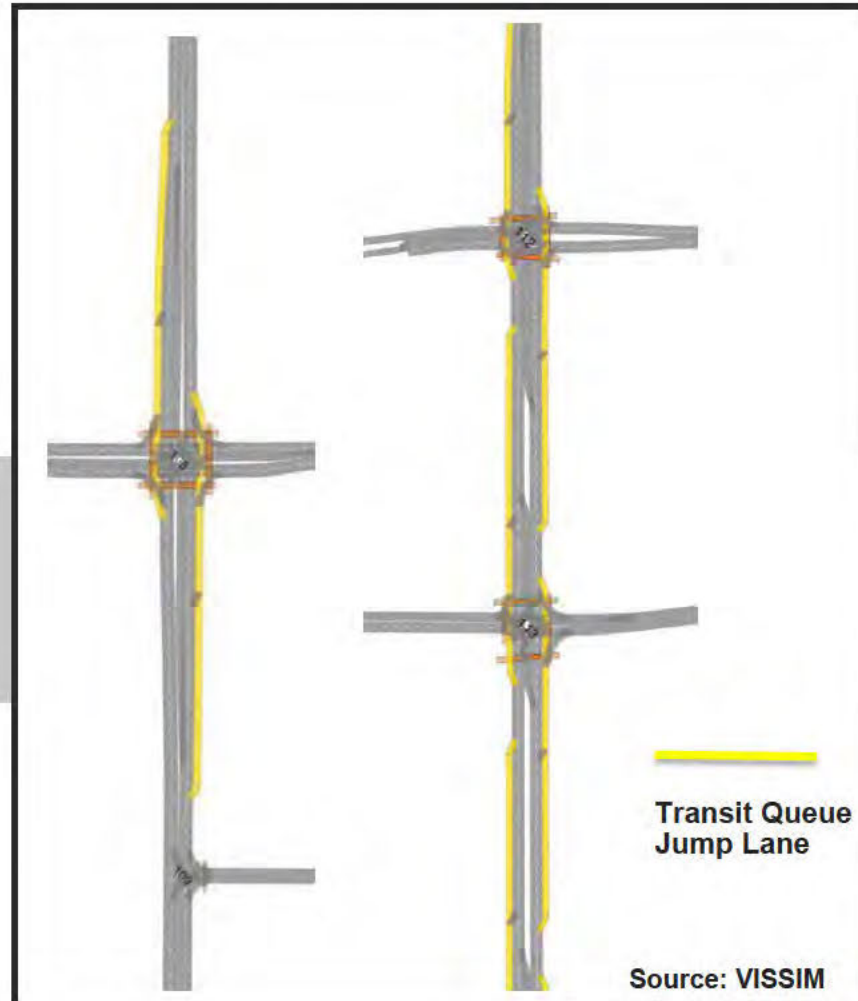
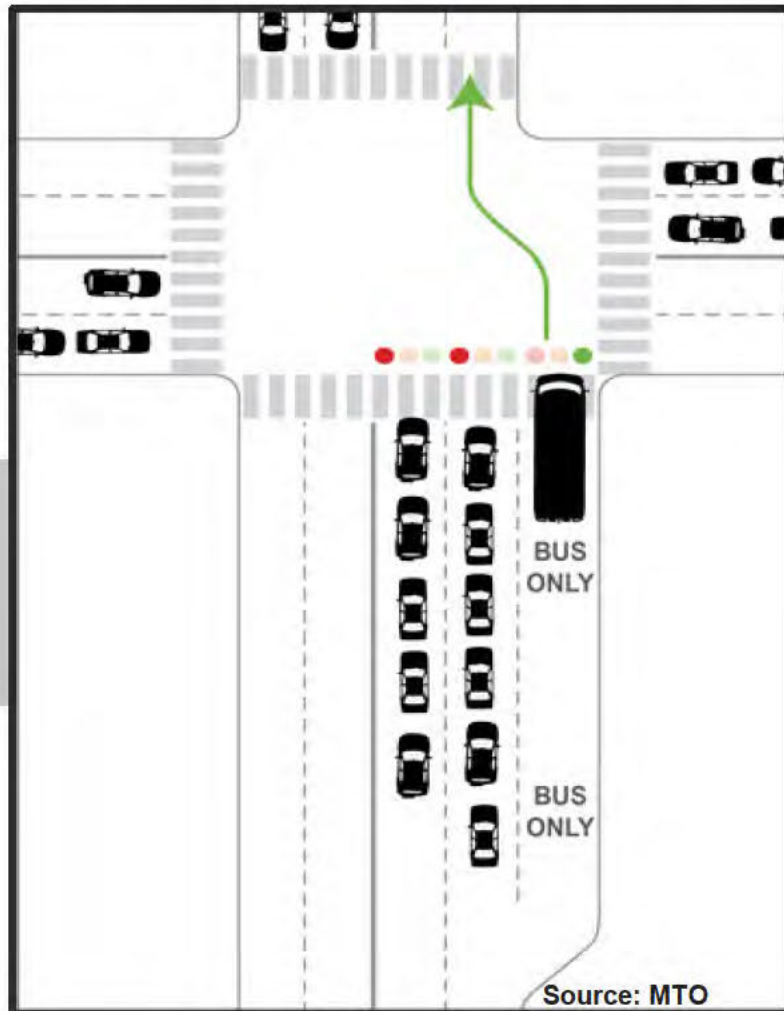
This combination of alternative solutions will prioritize the needs for pedestrians, cyclists, transit *then* auto users, providing sufficient capacity for future growth and development in the City.

Transportation Demand Management

The City of Brampton is looking toward TDM to provide techniques to alter travel behaviour; assist in the management of transportation impacts; and address travel demand associated with the anticipated population growth of the City over the next 30 years. A few program options in the City's TDM Toolkit include a Workplace Commuter Program, Rideshare, and Carshare.

Recommended Alternative Solution

Queue Jump Lanes (with signal priority) can assist transit to "jump" the queue of vehicles at an intersection and reduce their time in congested mixed traffic.



Conceptual illustration
of Queue Jump Lane
layout at an intersection.

Technical Studies

Several technical studies are used to inform the evaluations and identify impacts of the proposed alternative solutions. The following studies have been completed:

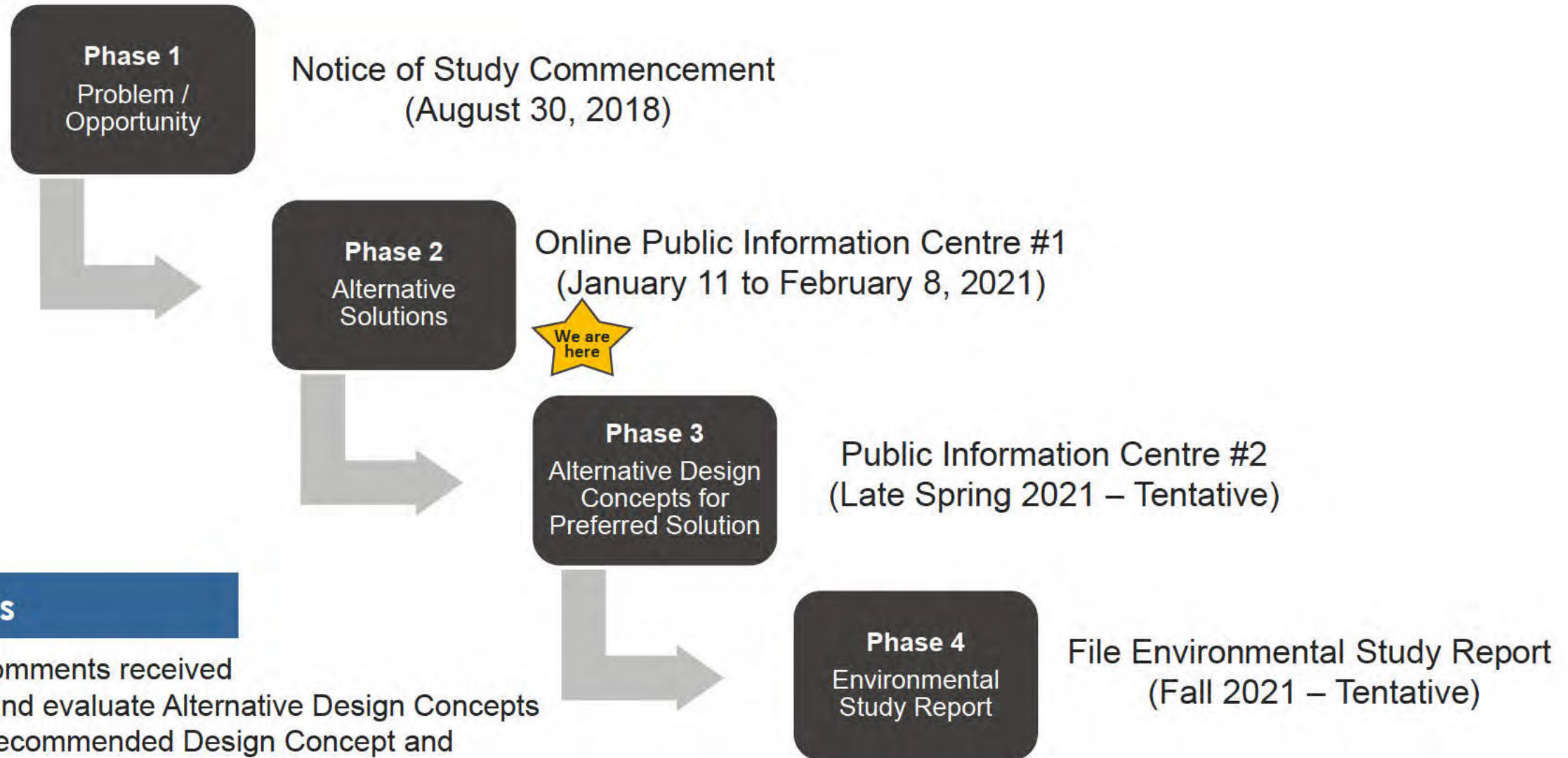
Natural Environment Assessment	Socio-Economic Environment	Stage 1 Archaeological Assessment
Built and Cultural Heritage Assessment	Transportation and Traffic Multimodal Analysis	Safety Assessment

The following studies are currently underway and will be completed in next phase of the study:

Stormwater Management Report	Phase 1 Environmental Site Assessment	Structural Assessment
Hydrogeological Investigations	Noise Assessment	Geotechnical Investigations

Findings and recommendations from the technical studies will refine the preferred solution and will appear in the final Environmental Study Report (ESR).

Study Schedule



Next Steps

- Review comments received
- Develop and evaluate Alternative Design Concepts
- Identify Recommended Design Concept and present at Public Information Centre #2

Thank you for attending!

Please complete the online comment form or contact us by email or phone to share your thoughts by February 8, 2021.



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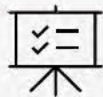
Community Outreach



Direct Mail Notices



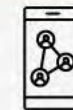
Newspaper Notices



Public Information Centre



Agency Meetings



City of Brampton Social Media



Stakeholder Group Meetings



For more information, visit us at: www.Brampton.ca/BramaleaEA



BRAMPTON



Stantec

Bramalea Road Improvements – Online PIC Presentation Script

SLIDE 1 (Introduction)

Welcome to the first Public Information Centre (PIC) for the Bramalea Road Corridor Improvements Municipal Class Environmental Assessment Study.

This study will assess the need for corridor improvements along Bramalea Road from Queen Street East to the South City limit (boundary with Mississauga), approximately 790m south of Highway 407.

Thank you for taking the time to follow along with this presentation and learn more about this study! Your input is valuable to us.

SLIDE 2 (Study Area Map)

As shown on the map, the study area is located in the City of Brampton, along Bramalea Road. The study area extends 120m on either side of Bramalea Road and is bounded by:

- Queen Street East at the northern end of the study area; and
- The city limits at the southern end of the study area, which is approximately 790m south of Highway 407.

While the focus of this study is within this corridor, the ultimate vision is to also improve connectivity with surrounding communities within and beyond the City of Brampton.

SLIDE 3 (Study Process)

The Municipal Class Environmental Assessment process frames the planning and implementation of municipal infrastructure.

- Social, cultural and natural environments are considered during the study process, as well as community interests, agency requirements and unique project issues.
- This study is identified as a Schedule C project and will follow Phases 1 to 4 of the Municipal Class Environmental Assessment process
- Consultation is ongoing throughout the four phases, and we welcome your comments and feedback at any time during this study.

As you can see in the diagram on the right hand side, we are currently at the end of Phase 2. This presentation will provide an overview of the work completed to date, and solicit public feedback on the study process and schedule, problem and opportunity and background information, existing conditions, alternative planning solutions, road corridor concepts and evaluation, and next steps.

SLIDE 4 (Key Planning)

Several key planning documents have been considered as part of this study, and guide decision-making throughout the study. These planning documents are inclusive of local, regional, and

Provincial planning documents and guidelines, which support a comprehensive solution to create a balanced, integrated and sustainable transportation system.

SLIDE 5 (Brampton 2040 Vision)

The Brampton 2040 Vision outlines actions for development of complete neighbourhoods for comfortable and sustainable living. The Vision proposes a transportation system which prioritizes in order; walking, cycling, transit and private vehicles.

In the year 2040, Brampton is anticipating approximately 385,000 new residents, a 63% increase from existing numbers, to a population of 1,000,000 residents. With the anticipated growth in population, and planned Major Growth Areas adjacent, Bramalea Road will require improved transportation network connections to accommodate increased travel demand, and prioritize sustainable modes of transportation.

SLIDE 6 (Metrolinx)

A key planning document, the Metrolinx 2041 Regional Transportation Plan (RTP), identifies the Bramalea Road corridor as a Priority Bus route. The recommendations of the RTP encourage improvements to transportation facilities to accommodate existing transit, and future rapid transit needs.

SLIDE 7 (TMP)

The 2015 City of Brampton Transportation Master Plan (TMP) was developed to address the existing transportation challenges and provide strategic solutions to facilitate the anticipated population and employment growth in Brampton by 2041.

The TMP recommends improvements to Bramalea Road from an auto user, transit user, and active transportation perspective.

- From the road network perspective, the recommendation is to widen Bramalea Road from 4 to 6 lanes, to address travel demand and capacity issues.
- From the active transportation network perspective, implementation of multi-use paths/boulevard paths for cyclists and pedestrians are recommended, to provide safe and efficient facilities for all modes of travel.
- From the transit network perspective, Bramalea Road is a proposed future ZUM rapid transit corridor, which requires designated facilities to accommodate the existing and future transit network.

In 2019, the City of Brampton released an Active Transportation Master Plan (ATMP), which highlights the importance of developing an integrated, attractive, and accessible system of active transportation facilities. Consistent with the TMP, the ATMP recommends a Multi-Use/Boulevard Path along the Bramalea Road corridor.

SLIDE 8 (Official Plan)

The City's Official Plan guides the land-use designations in the City to ensure we can meet the needs of our community today and in the future. The study area is primarily designated Residential, with Industrial, Office and Business designated lands to the south. The designated Growth Centre west (around Bramalea City Centre) of the study area is an important Regional Node which validates the need for improvements to local transportation network connections, such as Bramalea Road.

SLIDE 9 (Secondary Plans)

In addition to the land use designations, there are 5 Secondary Plans which surround the study area. The Bramalea Mobility Hub Secondary Plan identifies an area along Bramalea Road, designated as a transit-supportive hub that will be redeveloped over time with higher density mixed-uses, and will represent an urban gateway into the City of Brampton. The hub recognizes the importance of an efficient transportation network to maximize accessibility, reduce traffic conflict, provide additional capacity, accommodate active transportation, promote use of public transit and provide safe rail facilities.

SLIDE 10 (Natural Environment)

A Terrestrial Habitat Assessment was completed to identify existing vegetation and wildlife habitat features in the study area and to evaluate their significance. In addition, Ecological Land Classification (ELC) mapping and Significant Wildlife Habitat (SWH) assessments were completed. Trees in the right-of-way were inventoried and assessed by a certified arborist.

The study area is very urbanized with few natural features and no aquatic features. Meadow habitat was identified in the southern section of the study area and has some potential to provide habitat for Common Nighthawk, Eastern Meadowlark, Monarch and Rusty-patched Bumblebee. No species at risk (SAR) or SAR habitat was identified.

SLIDE 11 (Cultural Environment)

A Cultural Heritage Assessment Report was completed, and concluded that 6 properties retain Cultural Heritage Value or Interest within the study area, as highlighted on the figure. Three properties in proximity to or within the study area are listed on the City's Municipal Registrar of Cultural Heritage Resources.

A Stage 1 Archaeological Assessment has been completed. While the majority of the corridor has been disturbed/developed, any areas which remain undisturbed will require a Stage 2 Archaeological Assessment as there is potential for archaeological resources.

SLIDE 12 (Existing Conditions - Transportation)

Bramalea Road is a 4-lane Minor Arterial Road, designated as a Primary Transit Corridor.

The existing cycling facility on the corridor is a multi-use path on the east side of the road, from Balmoral Drive to Dearbourne Boulevard. The remainder of the corridor has no designated cycling facilities.

Transit is part of mixed-use traffic on Bramalea Road, with bus stops located throughout the corridor.

Bramalea Road has sidewalks along the east and west sides of the corridor. These sidewalks become discontinuous south of Steeles Avenue.

SLIDE 13 (Existing Conditions - Transportation)

An existing conditions assessment was completed to identify transportation problems and opportunities in the corridor. The existing conditions assessment evaluated several factors which impact the travel demand along the corridor, and are used to develop the criteria to determine the alternative which best serves all modes of transportation.

SLIDE 14 (MMLOS)

The Level of Service (LOS) is used to determine how well a transportation facility is operating from a traveler's and user perspective. The existing conditions transportation assessment considered the LOS for transit, bicycles, pedestrians, automotive and trucks.

Level of Service A, B, C, and D are considered to have high LOS, meaning these modes of transportation are functioning relatively well along the corridor.

Alternatively, Level of Service E and F are considered to have low LOS, meaning these modes of transportation are functioning poorly along the corridor.

SLIDE 15 (Do Nothing MMLOS)

The Multi-Modal Level of Service (MMLOS) is shown in the figures below, representing the existing and future 2041 'Do Nothing' MMLOS results.

- Transit has a LOS 'E' or 'F' along the majority of the corridor
- Bicycles have LOS 'E' or 'F' along the majority of the corridor, with LOS A/B/C between Balmoral Drive and Dearbourne Boulevard where there is an existing multi-use path
- Pedestrians have LOS 'E' or 'F' along the majority of the corridor, with LOS D between Balmoral Drive and Dearbourne Boulevard where there is an existing multi-use path
- Automotive has LOS 'A/B/C', 'D' and 'E' along the corridor. The LOS for automobiles is better on the west side of the corridor, and has lower LOS on the east side.
- Trucks have LOS 'A/B/C' along the corridor. It should be noted that trucks are only permitted south of Steeles Ave.

SLIDE 16 (Safety)

The safety for all modes of transportation in the road network is important to the City of Brampton. The intersection safety and mid-block safety improvements along Bramalea Road will consider upgrades to pedestrian crossings, removal of the channelized right turns, inclusion of crossings for cyclists, interaction with the rail crossing at Steeles Avenue, access point management improvements and overall traffic speeds.

SLIDE 17 (Problems & Opportunities)

This study has identified the key deficiencies of the transportation corridor, specifically related to active transportation, transit, automobiles and goods movement. Due to the projected growth in travel demand, Bramalea Road is forecasted to experience congestion, and alternative modes of transportation will continue to be underutilized.

Through the identification of these deficiencies, the City of Brampton has been able to realize the opportunities for improvements along the corridor.

SLIDE 18 (Alternative Solutions)

A number of Alternative Solutions have been considered for the Bramalea Road Corridor Improvements, while respecting the social, cultural and natural environment. The alternatives under evaluation for this study are:

1. Do Nothing
2. Improvements to Other Roadways
3. Transportation Demand Management (TDM)
4. Active Transportation (AT) Improvements (Pedestrian and Cyclists)
5. Widen Corridor to Accommodate Transit Queue Jump Lanes (with AT improvements)
6. Conversion of Curb Lanes to Dedicated HOV/Transit Lane ("Road Diet") (with AT improvements)
7. Widen Corridor to Accommodate 4 General Purpose Lanes (GPL) and 2 Dedicated Transit/HOV Lanes, including AT improvements

SLIDE 19 (Corridor Constraints)

To help evaluate the Alternative Solutions considered, corridor constraints were assessed to determine what areas of Bramalea Road may restrict improvement opportunities. These key constraints have been labelled along the corridor, and include underground parking infrastructure, a secondary school, rail crossing, discontinuous sidewalks and cycling facilities, structures, and residential properties.

SLIDE 20 (Factors for Analysis and Evaluation)

Each road corridor concept has been evaluated using the factors shown on this slide, including:

- Technical considerations, which considers accommodation of future travel demands, safety, road network, compatibility/connectivity, public transit service, accommodation

of pedestrians/cyclists, response times/access for emergency vehicles, neighbourhood traffic infiltration/local access, accessibility, travel time, services/utilities, costs, benefits of the transportation investment, and construction staging

- Socio-Economic Environment, which considers land use and regional planning, community/urban design, compatibility with existing and proposed developments, aesthetics, property impacts, business operations, and noise impacts
- Natural Environment, which considers vegetation and wildlife, air quality, climate change, groundwater
- Cultural Environment, which considers archaeological resources, cultural landscapes, and built heritage resources; and,
- Planning objectives, which considers consistency with Provincial, Regional, and Local planning documents and guidelines

Comments received from agencies, stakeholders and members of the public will also be considered during the evaluation of the road corridor concepts.

SLIDE 21 (Alternative Solutions)

The Alternative Solutions were evaluated and ranked based on the various factors and criteria.

- The ‘Do Nothing’, ‘Improvements to Other Roadways’, ‘Conversion of Curb Lanes to Dedicated HOV/Transit Lane (“Road Diet”) (with AT Improvements)’, and ‘Widen Corridor to Accommodate 4 General Purpose Lanes and 2 Dedicated/HOV Lanes (with AT Improvements)’ alternatives were considered but not carried as they do not support existing and future transportation needs
- We recommend carrying forward the Alternative Solutions for ‘Travel Demand Management (TDM)’, and ‘Active Transportation (AT) Improvements (Pedestrian and Cyclists)’, as they are already part of overall transportation strategy for the City
- We also recommend carrying forward the Alternative Solutions for ‘Widen the Corridor to Accommodate Transit Queue Jump Lanes (with AT Improvements)’, as it supports the strategies of the City of Brampton
- The Project Team considered another alternative, Widen Corridor to Accommodate 6 General Purpose Lanes, including AT Improvements. This alternative was preliminarily screened out, as it does not align with key planning documents referenced earlier in this presentation

SLIDE 22 (Recommended Alternative Solution)

As mentioned, to support future growth and travel demands within the City of Brampton, the following combination of alternative solutions are recommended to allow flexibility to address the identified problems and opportunities:

- Transportation Demand Management, which are techniques to alter travel behaviour and assist in the management of transportation impacts, including options such as workplace commuter programs, rideshares and carshares
- Active transportation improvements (pedestrian and cyclists)
- Widen the northern portion of the corridor to accommodate transit queue jump lanes (Between Queen Street E and Dearbourne Boulevard)
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes and due to closely spaced intersections, queue jump lanes are extended throughout as continuous transit lanes (between the southern city limits and Dearbourne Boulevard)

The combination of alternative solutions will prioritize the needs for pedestrians, cyclists, transit *then* auto users.

Slide 23 (Recommended Alternative Solution)

Figures to illustrate conceptual Queue Jump Lanes at intersections are provided on this slide. The conceptual Queue Jump Lanes will have traffic signal priority through intersections, to allow transit to “jump” the queue of vehicles at an intersection on their own signal timing ahead of the general traffic, and reduce the transit time in congested mixed traffic. These concepts are subject to change during the design phase of the study.

Slide 24 (Technical Studies)

Technical studies are completed to inform the evaluations and identify impacts of the proposed alternative solutions and designs. The following studies have been completed so far:

- Natural Environment Assessment
- Socio-Economic Environment Conditions
- Stage 1 Archaeological Assessment
- Built and Cultural Heritage Assessment
- Transportation and Traffic Multimodal Analysis
- Safety Assessment

Additional studies are underway and will be completed in the next phase of the study:

- Stormwater Management Report
- Phase 1 Environmental Site Assessment
- Structural Assessment
- Hydrogeological Investigations
- Noise Assessment
- Geotechnical Investigations

The findings and recommendations from the technical studies refine the preferred solution and design of the corridor, and will be summarized in the Environmental Study Report (ESR). The

Environmental Study Report is a document that summarizes the Class EA process completed, key findings, the preferred design including potential impacts and proposed mitigation. This report is made available to the public for review and comment for a 30 day period at the end of the study process.

Slide 25 (Study Schedule)

The Project Team has completed Phase 1 (Problem and Opportunity) and is currently at the end of Phase 2 (Alternative Solutions).

The Project Team will commence Phase 3 (Alternative Design Concepts for the Preferred Solution) and present these concepts at a future PIC, tentatively in Spring 2021.

Slide 26 (Thank you/Next Steps)

Over the next several weeks, the Project Team will:

- Review and respond to comments received from agencies and members of the public;
- Confirm the preferred solution;
- Develop and evaluate design alternatives;
- Identify a recommended preliminary design;
- Consult with technical agencies; and
- Host a second PIC, anticipated in Spring 2021.

We encourage you to submit any comments or questions to the Project Team by Monday, February 8, 2021. You can use the comment form on the webpage for the PIC.

Thank you for following along with the presentation and for your interest in the Bramalea Road Improvements Municipal Class EA Study! Your input is important to us.

Appendix D

Comments and Responses

Contact	Date	Comment	Response Provided/ Status
Agency Joseph Harvey Heritage Planner Ministry of Heritage, Sport, Tourism and Culture Industries 401 Bay Street, Suite 1700 Toronto, ON M7A 0A7 Joseph.harvey@ontario.ca Laura Hatcher Heritage Planner Laura.e.hatcher@ontario.ca	February 5, 2021	<p>Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Online Public Information Centre for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage.</p>	<p>Email Response Sent April 8, 2021:</p> <p>Thank you for providing your letter dated February 5, 2021, MHSTCI ref: 0009641, for the above-mentioned City of Brampton project. The City of Brampton has retained Stantec Consulting Ltd. to complete the Municipal Class Environmental Assessment (MCEA) for the Bramalea Road Improvements from Queen Street East to the south study limit, in the City of Brampton. The project is complying with the approved planning process for a Schedule 'C' Municipal Class EA. The purpose of this letter is to respond to the interests raised with respect to the Archaeological, Built Heritage and Cultural Heritage resources, and how they will be addressed by this project. Screening and assessment of potential built heritage and archaeological resources will be completed as described below.</p>
	Email	<p>Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. If any municipal bridges may be impacted by this project, we can provide additional screening documentation as formulated by the Municipal Engineers Association in consultation with MHSTCI.</p> <p>Project Summary The City of Brampton is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for improvements to Bramalea Road from Queen Street East to the south City limit.</p> <p>Identifying Cultural Heritage Resources While some cultural heritage resources may have already been formally identified, other may be identified through screening and evaluation. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.</p> <p>Archaeological Resources Our records indicate that a Stage 1 archaeological assessment has been submitted under Project Information Form (PIF), P1066-004802917 which is awaiting review.</p> <p>Archaeological concerns have not been addressed until reports have been entered into the Ontario Public Registrar of Archaeological Reports where those reports recommended that:</p> <ol style="list-style-type: none"> 1. The archaeological assessment of the project area is complete and 2. All archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through an avoidance and protection strategy. <p>Built Heritage Resources and Cultural Heritage Landscapes Slide 11, entitled Existing Conditions – Cultural Heritage, of the Ontario Public consultation package (Dated January 11th, 2021) notes that a</p>	<p>Archaeological Resources: As noted in your letter, a Stage 1 archaeological assessment report has been submitted under Project Information Form (PIF) P1066-0048-2017, awaiting MHSTCI review. A Stage 2 archaeological assessment is recommended for portions of the study area which may impact an area of archaeological potential. The Stage 2 archaeological assessment will be completed by test pit survey, per Section 2.1.2 and 2.1.8 of the MHSTCI's 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011).</p> <p>Built Heritage and Cultural Landscape Assessment: Heritage resources, including built heritage and cultural heritage landscapes, will be discussed within a Cultural Heritage Assessment Report (CHAR) that will provide information for consideration in the evaluation of design alternatives as well as the understanding of project effects. Recommendations for future work will be based on the vicinity of each heritage resource to Project activities.</p> <p>The project also includes consultation with Indigenous communities to obtain information related to their interests. These elements will be incorporated into the Environmental Study Report (ESR) prepared at the conclusion of the project and made available for a minimum 30-day public review. If you require additional information regarding this project or have any other questions, please contact the undersigned.</p>

Contact	Date	Comment	Response Provided/ Status
		<p>cultural heritage assessment has been completed. We would appreciate receiving a copy of the cultural heritage assessment prior to the issuance of a notice of completion.</p> <p>Environmental Assessment Reporting All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects.</p> <p>Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact Laura Hatcher.</p>	
<p>Laura Foley Planning Technician Hydro One 230 Bayview Drive Barrie, ON L4N 4Y8 705-797-4164 Zone8scheduling@hydroone.com</p>	<p>January 8, 2021 Email</p>	<p>I can confirm that there are Hydro One Networks Distribution assets within the area of your study. You are correct, they impact the south end of the study area. We have a Transmission Station (Bramalea TS) located at 7644 Bramalea Rd, Brampton, L6T 4Y5. Along Bramalea Rd, there are numerous Hydro poles (see teal squares in below map), 9 of which are owned by Hydro One, and the rest belonging to Alectra. There are also Transmission and Distribution lines running across Bramalea Rd (grey dotted and blue lines in first map).</p> <p>I will have a technician provide a formal markup, but thought I'd give you something to start with since you've been bounced around a bit.</p>	Correspondence with Hydro One will continue throughout the study.
<p>Zayo Utility.circulations@zayo.com Phil Arbeau Phil.arbeau@zayo.com</p>	<p>January 14, 2021 Email</p>	<p>Zayo does have existing plant in the area indicated in your submission (along the rail ROWs within CN structure, and at Queen/Bramalea). Please maintain standard clearances and we have no objection. Thank you.</p>	Comments noted. No response required.
<p>Hydro One Secondary Land Use Asset Optimization</p>	<p>February 2, 2021 Letter</p>	<p>Letter located in Appendix A. Thank you for sending us notification regarding (Bramalea Road Corridor Improvements Study). In our preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area (see map attached). At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.</p> <p>In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.</p> <p>Also, we would like to bring to your attention that should (Bramalea Road Corridor Improvements Study) result in a Hydro One station expansion or transmission line replacement and/or relocation, an</p>	Impacts to be determined during the development and assessment of design alternatives. Correspondence with Hydro One will continue throughout the study.

Contact	Date	Comment	Response Provided/ Status
		<p>Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking.</p> <p>Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.</p> <p>If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.</p> <p>In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.</p> <p>Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.</p> <p>Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.</p> <p>We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com</p>	
Indigenous			
Fawn Sault Consultation Coordinator Mississaugas of the Credit First Nation Fawn.sault@mncfn.ca	February 4, 2021 Letter	Letters found in Appendix A.	<p>Letter response sent via email March 5, 2021.</p> <p>Please accept this letter in response to correspondence received from Mississaugas of the Credit First Nation on February 4, 2021 and February 5, 2021 via email regarding the</p>

Contact	Date	Comment	Response Provided/ Status
Megan DeVries Archaeological Operations Supervisor Mississaugas of the Credit First Nation Megan.devries@mncfn.ca			<p>Schedule “C” Municipal Class Environmental Assessment (EA) Study to identify improvements to the Bramalea Road corridor from Queen Street E to the southern city limit in the City of Brampton.</p> <p>The following combination of alternative solutions is recommended for the study area:</p> <ul style="list-style-type: none">• Transportation Demand Management (techniques to alter travel behaviour and assist in the management of transportation impacts, including options such as workplace commuter programs, rideshares and carshares)• Active transportation improvements (pedestrian and cycling facilities) from Queen Street E to the southern City limits• Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)• Widen the southern portion of the corridor (between Dearbourne Boulevard and Steeles Avenue) to accommodate transit queue jump lanes as continuous transit lanes due to the closely spaced intersections <p>The next phase of the study will assess design alternatives to determine the corridor configuration for the recommended solution. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. This evaluation will be presented as part of the next Public Information Centre.</p> <p>A Stage 1 archaeological assessment report has been completed and was submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) on November 27, 2019. The report has been since entered into the Register of Archaeological Reports under P400-0162-2018. A copy of the report is attached to this letter. Please see the following summary of the Stage 1 assessment results.</p> <p><u>Summary of Stage 1 Archaeological Assessment Results</u> The Stage 1 site visit was conducted on December 15, 2018 by Stantec’s Project Archaeologist under PIF #P400-0162-2018. The Stage 1 assessment determined that approximately 91.8% of the study area has been subject to extensive land disturbance which has removed archaeological potential. The remaining 8.2% of the study area retains potential for the identification and documentation of archaeological resources. A Stage 2 archaeological assessment is recommended for portions of the study area which may impact an area of archaeological potential. The Stage 2 archaeological assessment will be completed by test pit survey, per Section 2.1.2 and 2.1.8 of the</p>

Contact	Date	Comment	Response Provided/ Status
			<p>MHSTCI's 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011). The anticipated date of activity/activities is undetermined.</p> <p>The City of Brampton and Stantec are committed to respecting Mississaugas of the Credit First Nation interest in consultation and accommodation matters. Prior to the Stage 2 assessment, the City of Brampton will complete project-related fieldwork as per the Department of Consultation and Accommodation (DOCA) requirements, by having designated Field Liaison Representatives ("FLRs") on location while fieldwork is occurring. The timing of the Stage 2 field work is unknown at this time but will follow the completion of this EA Study.</p> <p>Should you have any questions or concerns, please contact Soheil Nejatian of the City of Brampton at 905-874-5909, or by email Soheil.Nejatian@brampton.ca.</p>
Public			
<p>[REDACTED]</p> <p>Email</p>	<p>January 8, 2021</p>	<p>I noticed a post from Councillor Williams about the January 11th to February 8th online PIC.</p> <p>Will this information be added to the brampton.ca/BramaleaEA website? (it points to here https://www.brampton.ca/EN/residents/Roads-and-Traffic/Pages/road-works-details.aspx/280/Bramalea-Road)</p> <p>I don't see the PIC information/Public Notice on this site. Also, can you please add me to the mailing list for this EA? Some of the other pages have a documents section where all documents are added. Will this be done for the Bramalea EA so that the Public Notice can be added?</p>	<p>Email Response Sent January 8, 2021: Thank you for reaching out to us.</p> <p>The website provided on the notice is correct, however, the content for the PIC #1 which includes PIC slides, a narrated video and a comment form will be live as of January 11th to February 8th for the public to view and comment on. I have attached a copy of this notice as well for your reference.</p> <p>If you have any question on the material posted related to the PIC, please fill in the comment form (starting Jan 11th) and we will be providing a written response to any of your inquiries. In addition, your contact information will be added to our mailing list going forward.</p> <p>Email Response Sent January 8, 2021: Thanks for reaching out and your interest in this project. You are correct in that the information for the PIC will be posted on the City website under brampton.ca/BramaleaEA starting on Monday, January 11. See attached PIC notice for your information. Additional project information will also be posted to the website for public review as the project progresses. We have also added you to our mailing list and you will receive subsequent project notices. If you have any questions in the meantime, please feel free to reach out to the team and we will be happy to discuss.</p>
<p>[REDACTED]</p>	<p>February 18, 2021</p>	<p>I'm writing regarding widening project for Bramalea Road.</p>	<p>Email Response Sent February 18, 2021:</p>

Contact	Date	Comment	Response Provided/ Status
[REDACTED]	Email	I live on [REDACTED] I can see there is a lot of traffic going south in the morning and north during afternoon. My concerns are noise and air pollution. We can hear traffic noise from the 407, Torbram and Bramalea Roads. We have soot on our outdoor table that we wipe up before every use. What will be in place to absorb sound and pollution from the increased traffic from expansion? I think hundreds of trees should be planted east and west of Bramalea to help with noise and air pollution. [REDACTED] [REDACTED] your consideration	Thank you for reaching out to us regarding your inquiry for Bramalea Road Improvement project. Review of air quality and a noise assessment review is part of the scope of this project and the findings will be presented in the future Public Information Centre (PIC) #2 (date has not been determined yet). We recently held the PIC #1 to present the alternative solutions in which widening to 6 general purpose lanes was not recommended, currently we're in the process of establishing alternative designs that will be presented at PIC #2. Please visit our project website for any updates and further development at: https://brampton.ca/bramaleaEA
[REDACTED]	February 12, 2021 Email	Once everything is finalized, what is the estimated starting construction year for Bramalea Road extension?	Email Response Sent February 16, 2021: As per City's 10 Year Roads Capital Program, the stretch from Queens to Steeles is scheduled for 2026. Although the figure references a widening of Bramalea Road to 6 lanes, that was for funding estimation purposes only. This study will determine the recommended solution for the Bramalea corridor. Please let me know if you have any other questions.
Comment Form			
<ol style="list-style-type: none"> How often do you currently travel along Bramalea Road from Queen Street East to southern city limits (by any mode of travel)? How often do you currently take transit along Bramalea Road from Queen Street East to southern city limits? What are your concerns relating to Bramalea Road from Queen Street East to southern city limits? Please select all that apply. Do you agree with the Problems and Opportunities identified for the Bramalea Road corridor between Queen Street East and the southern city limits? Do you agree with the Preliminary Preferred Alternative Solution for the study corridor? Please share any comments you may have related to the Bramalea Road Municipal Class Environmental Study: What is your preferred way to receive updates relating to the Bramalea Road Environmental Assessment Study? Please provide your name and phone number Please provide your name and email address Please provide your name and mailing address (including postal code) 			
Anonymous	January 8, 2021	<ol style="list-style-type: none"> A few times per week A few times per month Safety issues; Lack of sidewalks (south end);Lack of cycling facilities; Risk of collisions; Lack of transit connections; Lack of street trees and landscaping; No No We don't need more road widening. We need more sidewalk and bike lanes and safer intersections. Take out a car lane and use it for transit. Checking the website on my own 	Comments noted. No contact information provided. No Response Required.
[REDACTED]	January 11, 2021	<ol style="list-style-type: none"> A few times per month Never Traffic Delays / Congestion;Road condition (driving surface, potholes, flooding, cracks); Yes 	Email response sent March 5, 2021: Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.



Contact	Date	Comment	Response Provided/ Status
		<p>5. Yes</p> <p>6. we are against 6 lanes through entire bramalea road, agree partially with widened areas for transit[queue jumps]...it seems extravagant to move a secondary school and other buildings when an alternative is available.also it seems widening torbram road would be better alternative</p> <p>7. By email</p>	<p>Constraints along the Bramalea Road corridor have been identified and taken into consideration during the evaluation of alternative solutions. The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none"> • Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) • Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 11, 2021	<p>1. Daily</p> <p>2. Rarely</p> <p>3. Road condition (driving surface, potholes, flooding, cracks);Please don't widen to 6 lanes, repair surface only. there are NO so much traffic. save money for another location ;</p> <p>4. No</p> <p>5. No</p> <p>6. Please don't widen to 6 lanes, repair surface only. there is NO so much traffic. save money for another location. also if widen the speed limit will be raised, will bring so many noises</p> <p>7. by email</p>	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none"> • Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) • Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the</p>



Contact	Date	Comment	Response Provided/ Status
			<p>recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, appropriate speed limits will be determined. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 11, 2021	<ol style="list-style-type: none">1. A few times per week2. Rarely3. Lack of street trees and landscaping;4. Yes5. Yes6. Do not widen Bramalea Road to 6 lanes. It will negatively impact the residents who butt-edge to Bramalea Road.7. By email	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none">• Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)• Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to residents adjacent to the corridor will be considered, along with completion of a noise assessment. The results, and evaluation of alternative designs will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>

Contact	Date	Comment	Response Provided/ Status
[REDACTED]	January 11, 2021	<ol style="list-style-type: none"> 1. Daily 2. Daily 3. Traffic Delays / Congestion;Lack of sidewalks (south end);Road condition (driving surface, potholes, flooding, cracks); 4. Yes 5. Yes 6. NA 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
[REDACTED]	January 11, 2021	<ol style="list-style-type: none"> 1. A few times per week 2. Rarely 3. Traffic Delays / Congestion;Lack of sidewalks (south end);Risk of collisions;Lack of street trees and landscaping; 4. No 5. No 6. NA 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
[REDACTED]	January 11, 2021	<ol style="list-style-type: none"> 1. Daily 2. Rarely 3. Lack of sidewalks (south end);Road condition (driving surface, potholes, flooding, cracks);Lack of street trees and landscaping; 4. No 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p>

Contact	Date	Comment	Response Provided/ Status
		5. Yes 6. NA 7. By email	<p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 12, 2021	1. Daily 2. A few times per month 3. Traffic Delays / Congestion; Safety issues; Lack of sidewalks (south end); Lack of cycling facilities; Risk of collisions; Road condition (driving surface, potholes, flooding, cracks); Lack of street trees and landscaping; 4. Yes 5. Yes 6. I think you've come to a great solution. The only things I would add is to have the transit lanes physically separated and the cycling infrastructure also physically separated in the section south of Dearborne. Also continuous sidewalks from Steeles south to the city border. North of Balmoral to Queen I would widen the sidewalks due to pedestrian traffic. 7. By email	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. The results, and evaluation of alternative designs will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 12, 2021	1. Daily 2. Never 3. Traffic Delays / Congestion; 4. No 5. No 6. Bramalea currently has heavy truck traffic while Torbram has heavy truck traffic banned. Torbram has industrial lands from Steeles to North Park where Bramalea is residential from Dearborne to Country Side there is no logic associated with this situation. 7. By Email	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The project team is aware of the existing designated truck routes and by-laws permitting heavy truck traffic on Bramalea Road north between Mayfield Road and East Drive, which will remain unchanged upon project implementation. The</p>

Contact	Date	Comment	Response Provided/ Status
			<p>improvements to Bramalea Road will prioritize the needs for pedestrians, cyclists, transit then auto users, providing sufficient capacity for future growth and development in the City.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 14, 2021	<ol style="list-style-type: none">1. A few times per month2. Never3. Traffic Delays / Congestion;Safety issues;Road condition (driving surface, potholes, flooding, cracks);4. Yes5. Yes6. NA7. Checking website on my own	Comments noted. No contact information provided. No Response Required.
	January 14, 2021	<ol style="list-style-type: none">1. Rarely2. Rarely3. Safety issues;Lack of cycling facilities;Risk of collisions;Lack of street trees and landscaping;4. Yes5. Yes6. NA7. By email	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to trees within the right of way will be determined, and landscaping opportunities will be considered. This evaluation will be presented at the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study</p>

Contact	Date	Comment	Response Provided/ Status
			notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.
	January 15, 2021	<ol style="list-style-type: none"> 1. A few times per week 2. Rarely 3. Traffic Delays / Congestion; Risk of collisions; Slow access to Go station; 4. Yes 5. Yes 6. At the very least, an extra lane south bound ease the bottle neck entering Bramalea Go station which messes up the entire neighbourhood. 7. Checking website on my own 	Comments noted. No contact information provided. No Response Required.
	January 18, 2021	<ol style="list-style-type: none"> 1. A few times per week 2. Never 3. Traffic Delays / Congestion; Road condition (driving surface, potholes, flooding, cracks); 4. Yes 5. Yes 6. I hope any trees that will be affected will be replaced and if possible to add more trees and landscaping in the area. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Trees within the right-of-way have been assessed by a certified arborist. Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to trees within the right of way will be determined, and opportunities to add trees and landscaping will be considered. The results, and evaluation of alternative designs will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 18, 2021	<ol style="list-style-type: none"> 1. Never 2. A few times per week 3. I do not have any concerns; 4. No 5. Yes 6. I don't believe there's room to construct 6 lanes plus sidewalks for walking. It will also have the feel of a highway going through a primarily residential neighbourhood. I am also very concerned about noise pollution and even more so air pollution. I prefer the idea of the bus queue jump lanes. That totally makes more sense to me. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none"> • Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) • Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city


Contact	Date	Comment	Response Provided/ Status
			<p>limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to adjacent residential properties will be considered, and a noise assessment will be completed. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 18, 2021	<ol style="list-style-type: none"> 1. A few times per month 2. Rarely 3. Safety issues;Risk of collisions;Road condition (driving surface, potholes, flooding, cracks);Long Term Capacity Concerns;Traffic Delays / Congestion; 4. No 5. No 6. there is very little "natural land" (meadow?) in the study area. It is important to conserve what is left. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Trees within the right-of-way have been assessed by a certified arborist. Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to trees within the right of way will be determined, and opportunities to add trees and landscaping will be considered. The results, and evaluation of alternative designs will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 20, 2021	<ol style="list-style-type: none"> 1. Rarely 2. Rarely 3. Safety issues;Risk of collisions;Road condition (driving surface, potholes, flooding, cracks);Long Term Capacity Concerns;Traffic Delays / Congestion; 4. No 5. No 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p>

Contact	Date	Comment	Response Provided/ Status
		<p>6. I believe the Preliminary Preferred Alternative Solution has been rendered wholly insufficient by other factors. The major factor is the significant planned increase to Kitchener Line service at Bramalea GO, which is going to require a capacity increase for Bramalea GO, in excess of 8k per hour. I believe the proposed solution is insufficient. Additionally, with the Queen Street BRT continuing to move forward, it makes sense to extend it along North South routes as BRT where possible. I believe turning Bramalea Road from Queen to at least Steeles into a BRT line, with dedicated lanes is the most appropriate solution to capacity needs, as I do not believe other solutions are capable of providing sufficient capacity.</p> <p>7. By email</p>	<p>BRT routes referenced in this study were derived from approved key planning documents, such as the Metrolinx 2041 Regional Transportation Plan (RTP), and the City of Brampton Transportation Master Plan. Changes to these routes are outside of the scope of this study. Please direct comments or concerns regarding BRT to transit@brampton.ca.</p> <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	March 5, 2021	<p>I don't recall the exact terminology I used, but I was not talking about a BRT like in the RTP, I was talking about making the corridor transit focused with dedicated lanes. Metrolinx has approved and currently has high frequency GO service to Bramalea GO in delivery. How is the travel demand to Bramalea GO in light of the improved GO service being modeled?</p>	<p>Email response sent March 15, 2021:</p> <p>The City of Brampton Transportation Macro model was used as the basis for the transit trip increases in the analysis. Using the City's model and the horizon year of 2041, the analysis included an increase of approximately 30% compared to the existing condition trips.</p> <p>The study is recommending to widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) due to the number of corridor constraints and property requirements. The study is also recommending to widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), and queue jump lanes extended throughout as continuous transit lanes.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, appropriate speed limits will be determined. This evaluation will be presented as part of the next Public Information Centre,</p>

Contact	Date	Comment	Response Provided/ Status
			which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.
	January 21, 2021	<ol style="list-style-type: none"> 1. Rarely 2. Never 3. Traffic Delays / Congestion;Safety issues; 4. Yes 5. Yes 6. NA 7. Checking the website on my own 	Comments noted. No contact information provided. No Response Required.
	January 23, 2021	<ol style="list-style-type: none"> 1. A few times per month 2. Never 3. Traffic Delays / Congestion;Safety issues;Risk of collisions;Road condition (driving surface, potholes, flooding, cracks);Lack of street trees and landscaping;Are there any benches for pedestrians? I don't remember.; 4. Yes 5. Yes 6. Unless you can get businesses to relocate, the area from East Dr south to the Mississauga border is a write-off for pedestrians and cyclists. Heavy truck traffic turns south on Bramalea from East Dr which increases congestion and damages the road. From Queen to East Dr, it would be nice to have benches for pedestrians. The pathways should be widened into multi-use. Perhaps if there's room, a small pond could be added somewhere. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 24, 2021	<ol style="list-style-type: none"> 1. Daily 2. Never 3. Traffic Delays / Congestion;Safety issues;Risk of collisions;Road condition (driving surface, potholes, flooding, cracks); 4. Yes 5. No 6. Monarch habitat should not be touched. We don't need to lose anymore Greenspace! GENERAL COMMENTS: Please do NOT add bike lanes to Bramalea Road! It's hard enough to drive this stretch during rush hour with 2 lanes both ways. If you want to add a space for bikes, create their lane above the road level beside the sidewalk. Sidewalks to GO Station would be beneficial. Accommodate bikes to the GO station station, but WITHOUT penalizing drivers! One of 	Comments noted. No contact information provided. No Response Required.

Contact	Date	Comment	Response Provided/ Status
		<p>Bramalea's selling points for real estate is its location, close to highway access and major roadways. Don't hogtie those who must drive to work, medical appointments, etc who relying easy access to the 400-series highways! Personally, I think all of the bikelanes that reduce car traffic flow are a waste of taxpayers' money! Has the population in the area been surveyed regarding their potential use of bike lanes? Sidewalks are already in place; add mixed use pathway from Dearbourne/Avondale to GO. Don't forget that few, if any, people would use a dedicated bike lane October to April. How will you deal with the traffic bottle neck where proposed 6 lanes reduce to 4 at Dearbourne/Avondale? (Review traffic flow northbound Dixie at Queen for the insanity drivers will be dealing with.) There is no need to reduce speed to under the existing 60 kmph unless you want to further inconvenience drivers. The changes to roads and the loss of full driving lanes for bike use is just one more reason this original citizen of Bramalea is ready to move out of Brampton!</p> <p>7. Checking the website on my own</p>	
		<p>1. Daily 2. Never 3. Traffic Delays / Congestion;Road condition (driving surface, potholes, flooding, cracks);Lack of street trees and landscaping; 4. Yes 5. Yes 6. NA 7. By Email</p>	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to trees within the right of way will be determined, and landscaping opportunities will be considered. This evaluation will be presented at the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study</p>

Contact	Date	Comment	Response Provided/ Status
			<p>notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p> <p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Additionally, the next phase of the study will individually assess each intersection to determine the best suited improvements to the intersection.</p> <p>The project team is aware of the existing designated truck routes and by-laws permitting heavy truck traffic on Bramalea Road north between Mayfield Road and East Drive, which will remain unchanged upon project implementation.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
		<ol style="list-style-type: none"> 1. Daily 2. Never 3. Safety issues;Lack of sidewalks (south end);Lack of cycling facilities;Risk of collisions;Lack of street trees and landscaping;The potholed section south of Avondale is slated to be resurfaced in 2021.; 4. Yes 5. Yes 6. A number of documents are cited as consideration material for this study. The question is how much weight are you considering giving to the Vision Zero declaration or the Brampton Active Transportation Master Plan? I am seeing the plan ending around the intermodal terminal. Is there communication with the city of Mississauga to carry on preferred infrastructure on their section of Bramalea Road? Absolute priority is safe transit, and active transportation access to the Bramalea GO terminal. I hope you will be working with all stakeholders in this regard. As it stands now, traffic calming measures are needed in the section from Avondale north to Queen. South of Avondale, to Steeles could benefit from a more sophisticated co-ordinated traffic signal system. One of the engineering challenges on this entire stretch of road is various width allowances and elevation differences. With reference to Vision Zero, will you consider the use of a roundabout application any where along this route (for example at Balmoral)? Is there consideration as to how much the railway spur line north of Steeles is actually used? Is the jump queue bus lane system replacing an indented bus stop with no acceleration lane in modern traffic design? At one point in the video presentation, does the narrator say there will be no truck traffic allowed above Steeles? I probably have more questions, but I can't think of them right now. 7. By email 	<p>Comments noted. No contact information provided. No response required.</p>

Contact	Date	Comment	Response Provided/ Status
		to contest the road even more. If you're going to do anything start using the right of ways but keep the lanes for regular cars. 7. By letter mail	
		1. Daily 2. Never 3. Traffic Delays / Congestion; Road condition (driving surface, potholes, flooding, cracks); 4. No 5. No 6. Checking the website on my own	Comments noted. No contact information provided. No response required.
		1. A few times per month 2. Never 3. Traffic Delays / Congestion; 4. Yes 5. Yes 6. As long as they don't add bike lanes and thus reduce lanes for cars, all is well. They have been installed on Vodden and on North Park west of Bramalea and they are barely used, even less now with it being winter. I can't tell you when the last time was that I saw a person using them. They just prevent the vehicle traffic from flowing like it has been for the past several decades. This is not Toronto - people don't bike all year round in Brampton. We also have significantly less cyclists. Bike lanes are a waste of money in Brampton. Some of the paint used to paint the lines near North Park and Mackay is already coming off. They just painted the lines in the summer. 7. Checking the website on my own	Comments noted. No contact information provided. No response required.
		1. Never 2. Rarely 3. I do not have any concerns; This is an residential area of many condos. The amount of traffic with four lanes living with constant noise with cars and road roads speeding/racing day and night. We do not need 2 more lanes. We that live here deserve some piece and quiet. We already deal with the Fire station down the road. Would you who are making these decisions like to live here and now deal with the possibly of 6 lanes. I think not and I will solicit each of these condos to protest this added noise which is also a mental health issue people would have to deal with.; 4. Yes 5. No 6. NA 7. By email Phone Call February 2, 2021: She was concerned that the City would be widening Bramalea to 6 lanes and that the increase in traffic noise would be a large concern. It seems that she had not yet reviewed the information on the website, and I was able to provide her with a summary of the study and the recommendations at this point in the project. She noted that her	Email Response Sent February 3, 2021: Thanks for reaching out to me yesterday. I have notified Soheil about the phone number issue and he is looking into it. As discussed, please feel free to review the project information on the City website (linked here). Due to the current pandemic, our typical in person public meeting has gone virtual. There is a narrated video to help explain the project, outline background information, describe the existing conditions along the corridor, present the alternatives being considered and how the alternatives are being evaluated, as well as outlining the preliminary preferred alternative. There is also a copy of all of the slides that can be downloaded from the website. As part of the study, we are seeking input on the preliminary preferred alternative; thank-you for input to date. The alternatives being considered are outlined in the following chart. Note that widening Bramalea Rd to 6 lanes for general purpose traffic is not being considered. Following our evaluation of the above, the alternative that is proposed to move forward includes intersection widening to


Contact	Date	Comment	Response Provided/ Status
		<p>[REDACTED] She requested an email type summary to share with them, which I can provide her tomorrow, that will be mostly be pulled from the PIC materials. [REDACTED]</p>	<p>provide for transit queue jump lanes, active transportation improvements (pedestrians and cyclists), and transportation demand management as outlined above. This combination of alternatives will prioritize the needs for pedestrians, cyclists, transit and then auto users (in that order).</p> <p>As discussed, we are happy to mail you a hard copy to your address so that you can discuss with your neighbours. I would still recommend them watching the narrated video if at all possible to gain a good understanding of the project details.</p> <p>I understand that noise generated from any road improvements are of utmost concern for the residents along Bramalea Road. Our work does include a noise assessment that will be completed as part of the next phase of this study, the results of which will be presented and discussed at the next public meeting (to be scheduled).</p> <p>In the meantime, please let me know if you have any questions.</p>
[REDACTED]		<ol style="list-style-type: none"> 1. Daily 2. Rarely 3. Loss of property,removal of privacy wall and barrier fencing at Bramalea and Balmoral; 4. No 5. No 6. The bus stop at Bramalea Road and Balmoral should be relocated to the North East corner from the South East Corner. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns. Bus stop locations will be reviewed in the next phase of the study. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
[REDACTED]		<ol style="list-style-type: none"> 1. Daily 2. Never 3. Traffic Delays / Congestion;Lack of sidewalks (south end);Lack of cycling facilities; Risk of collisions; Lack of street trees and landscaping; Noise. More volume in traffic and speeding. Large Trucks. My backyard fence.; 4. No 5. Yes 6. Currently this road is a high volume road, which a tremendous amount of speeders. Increasing lanes will only make more speeders. In addition, large trucks are not suppose to use this road after a certain, yet continue to do so. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none"> • Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) • Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated</p>

Contact	Date	Comment	Response Provided/ Status
			<p>against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, appropriate speed limits will be determined. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>The project team is aware of the existing designated truck routes and by-laws permitting heavy truck traffic on Bramalea Road north between Mayfield Road and East Drive, which will remain unchanged upon project implementation. Per by-law 93-93, trucks making a delivery or pickup are permitted to travel to the business, as exceptions for any vehicle engaged in making a delivery to or a collection from a premises which cannot be reached except by way of a highway or a portion of highway where heavy truck restrictions are in place.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
<div></div>		<ol style="list-style-type: none">1. Daily2. A few times per week3. Traffic Delays / Congestion;Safety issues;Risk of collisions;Lack of street trees and landscaping;Lack of sidewalks (south end);Road condition (driving surface, potholes, flooding, cracks);4. Yes5. Yes6. I am concerned with the proper separation of cyclists and vehicles. Current roads in Brampton that have cycle lanes do a very poor job of keeping vehicles out of the cycle lanes. There is poor to no signage for vehicles to stay OUT of cycle lanes. Given the volume on Bramalea road these safety issues may keep cyclists from using the lanes.7. By email	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list</p>

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			and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.
		<ol style="list-style-type: none">1. Daily2. Never3. Traffic Delays / Congestion;Safety issues;Risk of collisions;Road condition (driving surface, potholes, flooding, cracks);Lack of street trees and landscaping;4. No5. No6. Traffic flow is the major issue on Bramalea Road.7. Checking the website on my own	Comments noted. No contact information provided. No response required.
		<ol style="list-style-type: none">1. Daily2. Never3. Lack of sidewalks (south end);Lack of cycling facilities;Lack of street trees and landscaping;Safety issues;4. No5. No6. This area is primarily residential and is known for the open spaces and parkland. Taking away the pedestrian enjoyment in this area doesn't feel like an improvement but rather a negative. There are other major streets that I feel would be better served for extending the lanes and traffic flow such as Dixie Road or Torbram Road - these roads are bordered primarily by industrial or retail with limited residential interference. As a resident of the Bramalea area since 1968 I have seen the city grow tremendously. The major new housing construction has taken place to the west of the 410 towards the Halton and Peel border - expand those roads leave ours alone7. By email	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor. The recommended solution focuses on the implementation of Active Transportation to serve pedestrians and cyclists.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. This evaluation will be presented at the next Public Information Centre.</p> <p>Improvements to other roadways are outside of the scope of this study. Please contact roads@brampton.ca if you have questions or concerns regarding improvements to other road corridors in the City.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>



Contact	Date	Comment	Response Provided/ Status
[REDACTED]		<p>1. A few times per week</p> <p>2. Rarely</p> <p>3. Traffic Delays / Congestion;Safety issues;Lack of cycling facilities;Risk of collisions;Road condition (driving surface, potholes, flooding, cracks);Lack of transit connections;Lack of street trees and landscaping;Lack of planning;</p> <p>4. No</p> <p>5. No</p> <p>6. I don't understand what is being proposed. The study is very confusing and it is not clear what is going to be done. This study is very late. Where was the proper planning when expanding the Bramalea/Steeles GO station/parking multiple times without entrances/exits/lanes to safely handle the capacity; widening the Bramalea/Steeles intersection with southbound lanes that are dangerously offset; doing nothing about pedestrian sidewalks/access which have always been inadequate and dangerous; adding apartment buildings on Bramalea Rd (west side, south of Avondale); and adding a 407 entrance/exit to Bramalea Road but not Torbram Road. All of this has contributed to horrendous traffic jams in the vicinity of the GO station; standstill traffic along Bramalea Road during rush hours or when weather is less than ideal; very dangerous situations for pedestrians at every intersection along Bramalea Road from Queen to Steeles; and dangerously unsafe behaviour by drivers and pedestrians especially near and at the GO station. Why wasn't a 407 entrance/exit added to Torbram to relieve volume at Bramalea Road? Is there any collaboration with GO transit about the traffic planning in and out of the station? Have you ever been there in the morning and early evening when GO trains arrive and leave ? It is a madhouse. There has been no residential growth in our Bramalea neighbourhood. The majority of it has been to the west and east ends of Brampton. The traffic on Bramalea Road originates from everyone trying to get to the GO or other highway access south of Steeles. While Bramalea Road is bordered primarily by residential other roads such as Dixie, Torbram Road and Airport Road are not. Why not make one of those streets into the six lane hub and divert some traffic from Bramalea Road? I agree we need improvement but this proposal is not the right solution. Most new construction is not in this vicinity. Better planning is needed where subdivisions are being built like mad to the east and west. With your current plan you are funnelling everyone into the direction of the Bramalea neighbourhood instead of creating multiple traffic flow plans that include other routes. Changing one road isn't enough to make an impact on the flow.</p> <p>7. By email</p>	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none">• Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)• Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. A safety assessment will also be completed to evaluate the safety for all modes of transportation along the corridor. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Improvements to other roadways are outside of the scope of this study. Please contact roads@brampton.ca if you have questions or concerns regarding improvements to other road corridors in the City.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>

Contact	Date	Comment	Response Provided/ Status
[REDACTED]		<ol style="list-style-type: none">1. A few times per week2. Never3. Traffic Delays / Congestion;Safety issues;Lack of sidewalks (south end);Lack of cycling facilities;Risk of collisions;Lack of street trees and landscaping;Accessibility for scooters or wheel chair, ramps too steep from sidewalks and not smooth or safe for disabled people to ride along the sidewalks onto the cross walks. Definitely need some type of mature trees to prevent snow drifts, slow wind issues at Steeles/Bramalea and to beautify our city, as well as to absorb/filter some of the pollution that the transit system increases.;4. Yes5. No6. I'm not sure I understand all that is proposed for this area and where HOV lanes would be. Will they take up the extra added lane completely or just come in and out of the side crescents that are reserved for busses to pull over?7. By email	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none">• Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)• Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study, in addition to the City's 2019 Active Transportation Master Plan, the City's Brampton 2040 Vision, and Vision Zero. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
[REDACTED]		<ol style="list-style-type: none">1. A few times per month2. Never3. Lack of street trees and landscaping;Safety issues;Road condition (driving surface, potholes, flooding, cracks);4. No5. No	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p>

Contact	Date	Comment	Response Provided/ Status
		<p>6. The stretch of Bramalea Road between Queen and Avondale is residential and should remain part of the quiet, quaint Bramalea that we all know and love. Expansion of Torbram from Queen with a on/off ramp to 407 would be very welcome.</p> <p>7. By email</p>	<p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. A noise assessment will also be completed. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Improvements to other roadways are outside of the scope of this study. Please contact roads@brampton.ca if you have questions or concerns regarding improvements to other road corridors in the City.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
		<p>1. A few times per week</p> <p>2. Never</p> <p>3. Traffic Delays / Congestion;Safety issues;Risk of collisions;Road condition (driving surface, potholes, flooding, cracks);Lack of street trees and landscaping;The expertise of the transport vehicle drivers or lack thereof. This is predominantly residential down to Steeles Ave. Are you planning on constructing more of those ugly no use barriers walls like on Williams Pkwy? ;</p> <p>4. No</p> <p>5. No</p> <p>6. Perhaps concentrate on maintaining existing roadways before creating more?? Streets in this city are horrendous and truck traffic is not only increasing, but the skill levels of said drivers is sorely lacking in training.</p> <p>7. By letter mail</p>	<p>Letter response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. Aesthetics will be considered as part of the evaluation of alternatives, and design considerations from the City's 2040 Vision will be included where feasible. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Improvements to other roadways are outside of the scope of this study. Please contact roads@brampton.ca if you have questions or concerns regarding improvements to other road corridors in the City.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>

Contact	Date	Comment	Response Provided/ Status
		<ol style="list-style-type: none">1. Daily2. Never3. No room for more lanes ;4. No5. No6. There isn't room for 2 more lanes south of Balmoral to Avondale/Dearbourne.7. Checking the website on my own	Comments noted. No contact information provided. No response required.
		<ol style="list-style-type: none">1. A few times per week2. A few times per week3. Traffic Delays / Congestion;Lack of cycling facilities;Risk of collisions;4. Yes5. Yes6. NA7. Checking the website on my own	Comments noted. No contact information provided. No response required.
<div></div>		<ol style="list-style-type: none">1. A few times per week2. Rarely3. I do not have any concerns;4. No5. No6. Stop expanding and encouraging more and heavier traffic in residential areas!! I live <div> </div> for over 20 years and because of high traffic volumes on those street cannot sleep at night, or enjoy peace in own backyard. The increase and changes to six lanes was never discussed with residents living here. Notices in newspapers written so small no one can read them don't count. Expand the 410 if you want, but not near peoples homes that are only a few feet from the street.7. By email	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The City of Brampton is committed to informing and engaging the public on the Bramalea Road Improvements Class EA. The Notice of Public Information Centre for this study was distributed to 6,044 residents adjacent to the Bramalea Road corridor, and held a stakeholder meeting to solicit feedback from interested residents.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. A noise assessment for this corridor will also be completed. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Improvements to other roadways are outside of the scope of this study. Please contact roads@brampton.ca if you have questions or concerns regarding improvements to other road corridors in the City.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>

Contact	Date	Comment	Response Provided/ Status
[REDACTED]		<ol style="list-style-type: none">1. A few times per week2. Rarely3. Traffic Delays / Congestion;Safety issues;Lack of sidewalks (south end);Risk of collisions;Road condition (driving surface, potholes, flooding, cracks);4. No5. Yes6. 2 main concerns.<ol style="list-style-type: none">a. Distance across Bramalea Rd. from the East sidewalk (parallel to the red brick wall outside Darras Crt) to the West sidewalk South of Balmoral Dr. Will this allow for the expansion to 6 lanes of traffic? Keeping mind safety issues for pedestrians walking on those sidewalks. Speed of traffic N & S bound on Bramalea is a huge concern now with only 4 lanes. Excess speed of traffic to 80+kph has been observed.b. The existence at Dearbourne Blvd. just S. on Bramalea of a Truck Transport firm on the S.E. corner. Keeping in mind of ingress and egress of large tractor trailers and 20' to approx 24' straight trucks at the property. This is already a safety issue for pedestrians and truck drivers.7. By Email	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none">• Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)• Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. A safety assessment will also be completed, and traffic calming measures and updated speed limits will be determined. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>The project team is aware of the existing designated truck routes and by-laws permitting heavy truck traffic on Bramalea Road north between Mayfield Road and East Drive, which will remain unchanged upon project implementation. The next phase of the study will also assess the design requirements of each individual intersection to safely accommodate all modes of transportation.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
		<ol style="list-style-type: none">1. A few times per week2. Never3. Lack of street trees and landscaping;Safety issues;Speeding and car racing;4. No	<p>Comments noted. No contact information provided. No response required.</p>

Contact	Date	Comment	Response Provided/ Status
		<ul style="list-style-type: none"> 5. No 6. The expansion will affect the walking paths and sidewalks that run parallel to Bramalea Road. These walkways are a safe walking route for seniors on daily walks and the widening of the road will increase traffic volume and eliminate the safety of these walkways as they will be very close to the road. Also the noise and pollution level for the home bordering the road will increase significantly. 7. Checking the website on my own 	
		<ul style="list-style-type: none"> 1. A few times per month 2. Rarely 3. Safety issues;Lack of sidewalks (south end);Lack of cycling facilities;Risk of collisions;Road condition (driving surface, potholes, flooding, cracks); 4. Yes 5. Yes 6. I strongly advocate greater access to the GO station via active transportation, and prioritizing transit. I am in favour of the Queue-jumping lanes. I think transit and AT should help students get to Bramalea Secondary School. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
		<ul style="list-style-type: none"> 1. Rarely 2. Never 3. Lack of cycling facilities;Risk of collisions;Lack of street trees and landscaping;Lack of sidewalks (south end);Safety issues;Lack of transit connections;Road condition (driving surface, potholes, flooding, cracks);Litter and garbage particularly at the south end; 4. Yes 5. Yes 6. Existing road design creates infrastructure that is imposing and intimidating to cyclists and pedestrians. Merely adding MUPs and sidewalks on their own is not sufficient to attract the necessary travel 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several</p>

Contact	Date	Comment	Response Provided/ Status
		<p>mode shift. Sustainable transportation options must be both pleasant and convenient to use if they are to replace a significant number of existing or anticipated car journeys. Tree canopy, bike parking, MUP pavement quality, narrower lanes and lower speeds are just some of the factors that need to be considered.</p> <p>7. By email</p>	<p>alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
<div></div>		<p>1. Rarely 2. Never 3. Lack of cycling facilities;Lack of street trees and landscaping;Risk of collisions; 4. Yes 5. Yes 6. Will be an important cycling corridor connection to Bramalea GO. MUPs must minimize mature tree removal. Consider mature trees in positioning bus queue lanes. Avoid widening road other than bus queue lanes with TDM. Consider mid block crossings for high pedestrian demand in adjacent neighbourhoods. Lower speeds, narrower lanes (if possible) will deter fast cars, so busses can proceed with less congestion, and safer for cyclists & pedestrians – Vision Zero! 7. By email</p>	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none">• Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)• Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the</p>

Contact	Date	Comment	Response Provided/ Status
			<p>study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>

From: [Nejatian, Soheil](#)
To: [Bartlett, Isaac](#)
Cc: [Hohner, Paula](#); [Lang, Sarah](#)
Subject: FW: [EXTERNAL]RE: 2021-0068 MCFN Response to City of Brampton Bramalea Road Improvements from Queen St. East to South City Municipal Class EA
Date: Friday, February 5, 2021 1:25:31 PM
Attachments: [DOCA Project Response Letter re Archaeological Review \[2021\].pdf](#)
[DOCA Project Response Letter re FLR Participation \[2021\].pdf](#)
[MCFN FLR Participation Agreement \[2021\].docx](#)
[DOCA Archaeological Review Agreement \[2021\].docx](#)
[MCFN Standards and Guidelines for Archaeology \[2020\].pdf](#)
[MCFN FLR Participation Agreement \[2021\].docx](#)
[DOCA Project Response Letter re FLR Participation \[2021\].pdf](#)
[DOCA Project Response Letter re Archaeological Review \[2021\].pdf](#)
[DOCA Project Response Letter re FLR Participation \[2021\].pdf](#)

Hi Isaac,

Please see attached additional documents provided by the Mississaugas of the Credit First Nation ("MCFN").

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Soheil Nejatian

Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
T: 905.874.5909

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: 2021/02/05 10:23 AM
To: Fawn Sault <Fawn.Sault@mncfn.ca>; Nejatian, Soheil <Soheil.Nejatian@brampton.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>
Subject: [EXTERNAL]RE: 2021-0068 MCFN Response to City of Brampton Bramalea Road Improvements from Queen St. East to South City Municipal Class EA

Good morning,

Please find attached a letter from the Mississaugas of the Credit First Nation ("MCFN") regarding the upcoming assessment for Bramalea Road Improvements, as identified below.

Please note that, in order to continue maintaining DOCA capacity for fulsome project participation, DOCA charges for technical review of project information. In the exercise of its stewardship responsibility, DOCA seeks to work together with project proponents and their archaeological consultants to ensure that archaeological work is done properly and respectfully. DOCA has retained technical advisers with expertise in the field of archaeology. These experts will review the technical

aspects and cultural appropriateness of the archaeological assessments and strategies associated with your project. Upon completion of these reviews, MCFN will identify, if necessary, mitigation measures to address any project impacts upon MCFN rights. For cultural materials and human remains, DOCA may advise that this includes ceremonies required by Anishinaabe law, as well as request adjustments to the proposed fieldwork strategy.

The proponent is expected to pay the costs for MCFN to engage in a technical review of the project. DOCA anticipates at this time that all archaeological review will be undertaken by in-house technical experts, but will advise the proponent if an outside peer-review is required. Please find attached the agreement that covers MCFN's inhouse technical review of the archaeological assessments and strategies associated with your project(s). If you could please fill in the additional required information, highlighted in yellow, and return to us a signed copy, that would be greatly appreciated. After we have received it, we can execute the contract on our end and return the completed contract to you. Afterwards, I can arrange scheduling and other related matters directly with the consultant if you prefer.

Sincerely,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

P: 905-768-4260 | M: 289-527-2763

<http://www.mncfn.ca>

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From: Fawn Sault

Sent: Thursday, February 4, 2021 1:01 PM

To: Soheil.Nejatian@brampton.ca

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>

Subject: 2021-0068 MCFN Response to City of Brampton Bramalea Road Improvements from Queen St. East to South City Municipal Class EA

Dear Soheil,

Please see the attached letter as our response to your project Bramalea Road Improvements from Queen St. East to South City Municipal Class EA.

Miigwech,

Fawn Sault
Consultation Coordinator
Mississaugas of the Credit First Nation
4065 Hwy. 6, Hagersville, N0A 1H0
Website: <http://mncfn.ca/>
Ph: 905-768-4260
Cell: 289-527-6580

Please review the City of Brampton e-mail disclaimer statement at:
<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

February 4, 2021

VIA EMAIL

Soheil Nejatian, P. Eng., Project Engineer
Infrastructure Planning, City of Brampton
Soheil.Nejatian@brampton.ca

Dear Soheil,

RE: MCFN Response to Notice of Bramalea Road Improvements from Queen St.
East to South City Limit Municipal Class EA Study

Confirmation of Receipt


I am writing on behalf of the Mississaugas of the Credit First Nation ("MCFN") to acknowledge that we have received your above named communication, dated January 18, 2021 .

Outline of MCFN Rights and Territory

In 1818 , the Crown and MCFN entered into Ajetance Treaty, No. 19 (1818) regarding the lands in which your project is situated.

The Mississaugas of the Credit First Nation are the descendants of the "River Credit" Mississaugas. The undisputed Territory of the MCFN is defined as a Territory commencing at Long Point on Lake Erie thence eastward along the shore of the Lake to the Niagara River. Then down the River to Lake Ontario, northward along the shore of the Lake to the River Rouge east of Toronto then up that river to the dividing ridges to the head waters of the River Thames then southward to Long Point, the place of the beginning. Our Territory encompasses the lands and waters that were used and occupied by our Ancestors. Territories are usually large tracts of land that reflect the breadth required for seasonal activities and habitation and changes in those movement patterns through time. Through Treaties with the Crown, MCFN agreed to share our Territory with newcomers. However, not all of MCFN's Territory has been dealt with through a Treaty.





With the exception of a small part of the Credit River, our Treaties with the Crown did not deal with the water parts of our Territory. We have not agreed to share any part of our waters with settlers. We formally gave notice to the Crown of this claim in 2016. We note that any lands that have been artificially created on our waters have also not been dealt with by any Treaty.

Like our ancestors before us, we continue to use the lands, waters, and watershed ecosystems within our Territory for a variety of livelihood, harvesting, ceremonial and spiritual purposes. We have always exercised governance functions and stewardship in order to protect our Territory, conserve the fish and wildlife that depend upon it, and ensure its ongoing ability to sustain our people. We assert that our Aboriginal and treaty rights fundamentally entitle us to continue to act as stewards of our Territory, to be involved in decisions that affect it, and to participate in the ongoing, responsible management of the resources it provides.

Duty to Consult and Accommodate

As you will know, the Crown has a constitutional duty to consult and accommodate MCFN in respect of any decisions that might affect its asserted or proven Aboriginal and/or Treaty Rights. We expect that, consistent with the Crown's constitutional duty, no approval should be issued to this project until MCFN has been sufficiently consulted and accommodated. Nothing in this letter shall be construed as to affect our Aboriginal and/or Treaty Rights and hence shall not limit any consultation and accommodation owed to MCFN by the Crown or any proponent, as recognized by section 35 of the Constitution Act, 1982.

MCFN has the right to free and informed consent prior to the approval of any project or any planning decision adversely impacting its Territory and to benefit economically from resource development within its Territory.

MCFN has formed the Department of Consultation and Accommodation ("DOCA") to represent its interests in consultation and accommodation matters. It is DOCA's mandate to ensure that we are directly involved in all planning and development that impacts the integrity of our Territory. In this regard, DOCA will assess and help alleviate impacts on our rights, land claims, and ways of life by building relationships with governments and private sector proponents. We share a mutual interest in ensuring that projects in the Territory are planned, reviewed, and developed in a manner which ensures healthy communities, ecological protection, and sustainable development for present and future generations in the Territory.



MCFN is not opposed to development, but MCFN must to be involved in development decision making. MCFN has a deep connection to its Territory and we have a stewardship responsibility for our land. By engaging with us, a project proponent can learn our perspective on how to care for this land and we can work together to shape the project to mitigate damaging effects to our land and perhaps even work to improve our environment. MCFN is the only party who shall determine whether there are impacts to our Aboriginal and treaty rights.

One of the ways we require proponents to engage with us is in providing transparency during the environmental survey and archaeological assessment process. The best way to accomplish this is by having Field Liaison Representatives ("FLRs") on location while fieldwork is occurring, who can ensure that the Nation's special interests and concerns are respected and considered during fieldwork. The cultural and natural resources in question are part of MCFN's territory and heritage and it is our responsibility to ensure their protection, on behalf of the Nation. MCFN's stewardship of its territory extends through the life of any development project and beyond.

DOCA Project Registration

DOCA has completed an initial intake review of the project communication you have provided. This file has been assigned DOCA Project 2021-0068 ; please use this number in all future communications.

We respectfully ask you to immediately notify us if there are any changes to the project.

Referral to DOCA Units

Following DOCA's initial intake review of the project communication, the file has been referred to the following DOCA Units for additional follow-up.

	Unit Identification	Primary Contact	Email Address
✓	Archaeology	Megan DeVries	megan.devries@mncfn.ca
✓	Cultural/Historical	Darin Wybenga	darin.wybenga@mncfn.ca
✓	Environment	Fawn Sault (Temp)	fawn.sault@mncfn.ca
✓	FLR Participation	Megan DeVries	megan.devries@mncfn.ca
	Governance	Mark LaForme	mark.laforme@mncfn.ca
	Economic Development	Director	SED.Director@mncfn.ca

If you have not been contacted by the indicated DOCA Units within fourteen days following receipt of this letter, please let me know.



Request for Missing Information

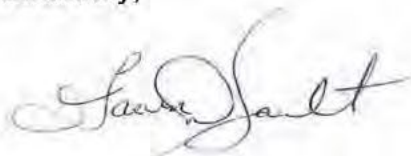
In order to proceed with our follow-up review, we ask you to ensure that all available information relating to the project has been transmitted to us. We have identified the following general information as missing from your initial project communication:

Outstanding Project Information	
✓	Name of person or body undertaking the action or decision.
✓	Contact information for the person or body undertaking the action or decision.
✓	List of documents pertaining to the proposed action/decision that are available for MCFN to review.
✓	Description of what other information is expected to become available before the proposed action/decision is undertaken.
✓	Deadlines or filing dates pertaining to the action/decision.
✓	The Crown or Municipal review/ approval that is required for the project.
✓	How the proposed action or decision may affect and/or benefit MCFN, its rights and territory.

Closing

We ask that you respond with the above requested information within fourteen days following receipt of this letter. We thank you in advance for your attention to our requirements and we look forward to working with you further to shape the planning for development in our Territory.

Sincerely,



Fawn Sault
Consultation Coordinator
fawn.sault@mncfn.ca



DEPARTMENT OF CONSULTATION AND ACCOMMODATION

Mississaugas of the Credit First Nation
4065 Hwy #6, Hagersville, Ontario N0A 1H0



Phone: (905) 768-4260



February 5, 2021

VIA EMAIL

Soheil Nejatian, P. Eng., Project Engineer
Infrastructure Planning, City of Brampton
Soheil.Nejatian@brampton.ca

Dear Soheil Nejatian,

RE: MCFN Archaeological Review for

Bramalea Road Improvements from Queen St. East to South City Limit

Confirmation of Receipt

I am writing in follow up to the letter of response dated February 4, 2021 by Fawn Sault, Consultation Coordinator, from the Department of Consultation and Accommodation ("DOCA") on behalf of the Mississaugas of the Credit First Nation ("MCFN") to acknowledge that we have received your above named communication, dated January 18, 2021.

Outline of MCFN Rights and Territory

In 1818, the Crown and MCFN entered into Ajetance Treaty, No. 19 (1818) regarding the lands in which your project is situated.

MCFN has formed the Department of Consultation and Accommodation ("DOCA") to represent its interests in consultation and accommodation matters. In this regard, it is DOCA's mandate to ensure that we are directly involved in all planning and development that impacts the integrity of our Territory. DOCA will assess and help alleviate impacts on our rights, land claims, and ways of life by building relationships with governments and private sector proponents. We share a mutual interest in ensuring that projects in the Territory are planned, reviewed, and developed in a manner which ensures healthy communities, ecological protection, and sustainable development for present and future generations in the Territory.

MCFN has a stewardship responsibility over its Territory and asserts that our Aboriginal and treaty rights fundamentally entitle us to preserve our culture and heritage, including

DEPARTMENT OF CONSULTATION AND ACCOMMODATION

Mississaugas of the Credit First Nation
4065 Hwy #6, Hagersville, Ontario N0A 1H0

Phone: (905) 768-4260

archaeological materials and human burials. Our Territory is the source of our identity as a First Nation and the basis for many cultural activities and spiritual ceremonies. It is home to sacred sites, burial grounds, traditional teachings and meeting places, and sites of profound archaeological and historical significance. We assert that our Aboriginal and treaty rights fundamentally entitle us to preserve our cultural and heritage.

Too much of our cultural objects and the remains of our ancestors have been lost already through development of the most intensely urbanized lands in Canada and we have a strong interest in ensuring that no more of it becomes bulldozed and desecrated.

MCFN Standards and Guidelines for Archaeology

In April 2018, MCFN Chief and Council adopted the *MCFN Standards and Guidelines for Archaeology*, a document aimed to provide guidance to consultant archaeologists, proponents, governments, etc. who are conducting archaeological assessment activities within MCFN's Territory. It sets out, in MCFN's own words, what engagement with our Nation should entail for archaeology as well as technical expectations for fieldwork, in relation to the provincial regulations which were created without our input and feedback. It is important to note that MCFN holds all archaeological resources present within its Territory as of interest to the Nation as part of their cultural patrimony. Resources, regardless of size, frequency, condition, etc., should not be interpreted by non-MCFN representatives in such a way as to remove the requirement for engagement with our Nation.

We are attaching a copy for your reference. We expect compliance with these *Standards and Guidelines* as any fieldwork you will be conducting will have the potential of disturbing MCFN's cultural artifacts or its ancestors' remains.

MCFN Expectations Regarding Ancestors' Remains

MCFN has obligations under Anishinaabe law to protect burials within its Territory and MCFN maintains its right to do so. Our ancestors buried their loved ones in our Territory with the understanding that they would not be disturbed.

We would also like to draw your attention to our expectation that at any time that ancestral remains are encountered during fieldwork, we expect all activities on site to stop and that MCFN be contacted immediately to determine a proper course of action.

Technical Review

In the exercise of its stewardship responsibility, DOCA seeks to work together with project proponents and their archaeological consultants to ensure that archaeological work is done properly and respectfully. DOCA has retained technical advisers with expertise in the field of archaeology. These experts will review the technical aspects and cultural appropriateness of the archaeological assessments and strategies associated with your project. Upon completion of these reviews, MCFN will identify, if



necessary, mitigation measures to address any project impacts upon MCFN rights. For cultural materials and human remains, DOCA may advise that this includes ceremonies required by Anishinaabe law, as well as request adjustments to the proposed fieldwork strategy.

The proponent is expected to pay the costs for MCFN to engage in a technical review of the project. DOCA anticipates at this time that all archaeological review will be undertaken by in-house technical experts, but will advise the proponent if an outside peer-review is required. Please find attached the agreement that covers MCFN's in-house technical review of the archaeological assessments and strategies associated with your project. Please fill in the additional required information, highlighted in yellow, and return to us a signed copy.

Please note that capacity at DOCA is limited. We maintain the right to review all material that comes to our office as part of our consultation process. If you have specific filing deadlines, please advise us as soon as possible. However, it is MCFN's assertion that part of the process of meaningful engagement is allowing our Nation a reasonable amount of time to review, reflect upon, and respond to reports and recommendations. On average, this process can be accomplished in 4-6 weeks. It is our position that no archaeological assessment – but especially Stage 4 mitigation – should begin until DOCA has completed our review and is in agreement that with the proposed strategy for fieldwork.

Request for Missing Information

In order to complete our project record, we ask that you provide the following information:

1. Is an archaeological assessment required for this project? If no, why not?
2. Have any archaeological assessments already been completed for this project and/or its study area? If yes, please provide all documentation including reports, supplementary documentation, etc.
3. Has the MHSTCI issued a letter of entry into register for some or all of the study area? If yes, please provide all documentation, including letter, communications to and from MHSTCI, etc.
4. Is there any archaeological activity (e.g. assessment, excavation, monitoring) that has not yet been completed for the project?
5. If the answer to #4 is yes, please provide the following:
 - a. A description of the outstanding archaeological activity/activities.
 - b. Anticipated date of the activity/activities.
 - c. The appropriate contact person overseeing the archaeological activity/activities.



Closing

The review of project-related archaeological assessments is only one part of the consultation process that may be required for your development. Please contact DOCA's Consultation Coordinator, Fawn Sault, if you have any questions about the process.

We ask that you respond with the above requested information and executed agreement within fourteen days following receipt of this letter. We thank you in advance for your attention to our requirements and we look forward to working with you further to shape the planning for development in our Territory.

Sincerely,



Megan DeVries
Archaeological Operations Supervisor
megan.devries@mncfn.ca

Attachment(s)

MCFN Standards and Guidelines for Archaeology [2018]
DOCA Archaeological Review Agreement [2020]



DEPARTMENT OF CONSULTATION AND ACCOMMODATION

Mississaugas of the Credit First Nation
4065 Hwy #6, Hagersville, Ontario N0A 1H0



Phone: (905) 768-4260



From: [Lang, Sarah](#)
To: megan.devries@mncfn.ca
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](mailto:Paula.Hohner@stantec.com); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](mailto:Isaac.Bartlett@stantec.com); Nejatian, Soheil; fawn.sault@mncfn.ca; mark.laforme@mncfn.ca
Subject: RE: 2021-0068 MCFN Response to City of Brampton Bramalea Road Improvements from Queen St. East to South City Municipal Class EA
Date: Friday, March 5, 2021 2:07:00 PM
Attachments: [let_10590_mcn_devries_03052021.pdf](#)
[P400-0162-2018_27Nov2019_RE.pdf](#)

Hello Megan,

Please find the attached response to your letter dated February 4, 2021.

I have also attached a copy of the final Stage 1 archaeological assessment report, completed and submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) on November 27, 2019, as noted in the attached letter.

Should you have any questions or concerns, please contact Soheil Nejatian of the City of Brampton at 905-874-5909, or by email Soheil.Nejatian@brampton.ca.

Thank you,

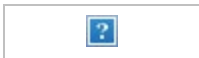
Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

Stantec



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From: Megan DeVries <Megan.DeVries@mncfn.ca>

Sent: 2021/02/05 10:23 AM

To: Fawn Sault <Fawn.Sault@mncfn.ca>; Nejatian, Soheil <Soheil.Nejatian@brampton.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>

Subject: [EXTERNAL]RE: 2021-0068 MCFN Response to City of Brampton Bramalea Road Improvements from Queen St. East to South City Municipal Class EA

Good morning,

Please find attached a letter from the Mississaugas of the Credit First Nation ("MCFN") regarding the upcoming assessment for Bramalea Road Improvements, as identified below.

Please note that, in order to continue maintaining DOCA capacity for fulsome project participation, DOCA charges for technical review of project information. In the exercise of its stewardship responsibility, DOCA seeks to work together with project proponents and their archaeological

consultants to ensure that archaeological work is done properly and respectfully. DOCA has retained technical advisers with expertise in the field of archaeology. These experts will review the technical aspects and cultural appropriateness of the archaeological assessments and strategies associated with your project. Upon completion of these reviews, MCFN will identify, if necessary, mitigation measures to address any project impacts upon MCFN rights. For cultural materials and human remains, DOCA may advise that this includes ceremonies required by Anishinaabe law, as well as request adjustments to the proposed fieldwork strategy.

The proponent is expected to pay the costs for MCFN to engage in a technical review of the project. DOCA anticipates at this time that all archaeological review will be undertaken by in-house technical experts, but will advise the proponent if an outside peer-review is required. Please find attached the agreement that covers MCFN's inhouse technical review of the archaeological assessments and strategies associated with your project(s). If you could please fill in the additional required information, highlighted in yellow, and return to us a signed copy, that would be greatly appreciated. After we have received it, we can execute the contract on our end and return the completed contract to you. Afterwards, I can arrange scheduling and other related matters directly with the consultant if you prefer.

Sincerely,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

P: 905-768-4260 | M: 289-527-2763

<http://www.mncfn.ca>

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From: Fawn Sault

Sent: Thursday, February 4, 2021 1:01 PM

To: Soheil.Nejatian@brampton.ca

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>

Subject: 2021-0068 MCFN Response to City of Brampton Bramalea Road Improvements from Queen

St. East to South City Municipal Class EA

Dear Soheil,

Please see the attached letter as our response to your project Bramalea Road Improvements from Queen St. East to South City Municipal Class EA.

Miigwech,

Fawn Sault
Consultation Coordinator
Mississaugas of the Credit First Nation
4065 Hwy. 6, Hagersville, N0A 1H0
Website: <http://mncfn.ca/>
Ph: 905-768-4260
Cell: 289-527-6580

Please review the City of Brampton e-mail disclaimer statement at:
<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>



Stantec Consulting Ltd.
600-171 Queens Avenue, London ON N6A 5J7

March 5, 2021
File: 165010590

Attention: Megan DeVries
Archaeological Operations Supervisor
Mississaugas of the Credit First Nation
megan.devries@mncfn.ca

Dear Ms. DeVries,

**Reference: Bramalea Road Improvements from Queen Street East to South City
Limit Municipal Class EA Study – DOCA Project 2021-0068**

Dear Ms. DeVries,

Please accept this letter in response to correspondence received from Mississaugas of the Credit First Nation on February 4, 2021 and February 5, 2021 via email regarding the Schedule “C” Municipal Class Environmental Assessment (EA) Study to identify improvements to the Bramalea Road corridor from Queen Street E to the southern city limit in the City of Brampton.

The following combination of alternative solutions is recommended for the study area:

- Transportation Demand Management (techniques to alter travel behaviour and assist in the management of transportation impacts, including options such as workplace commuter programs, rideshares and carshares)
- Active transportation improvements (pedestrian and cycling facilities) from Queen Street E to the southern City limits
- Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)
- Widen the southern portion of the corridor (between Dearbourne Boulevard and Steeles Avenue) to accommodate transit queue jump lanes as continuous transit lanes due to the closely spaced intersections

The next phase of the study will assess design alternatives to determine the corridor configuration for the recommended solution. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. This evaluation will be presented as part of the next Public Information Centre.

A Stage 1 archaeological assessment report has been completed and was submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) on November

Reference: Bramalea Road Improvements from Queen Street East to South City Limit Municipal Class EA Study – DOCA Project 2021-0068

27, 2019. The report has been since entered into the Register of Archaeological Reports under P400-0162-2018. A copy of the report is attached to this letter. Please see the following summary of the Stage 1 assessment results.

Summary of Stage 1 Archaeological Assessment Results

The Stage 1 site visit was conducted on December 15, 2018 by Stantec's Project Archaeologist under PIF #P400-0162-2018. The Stage 1 assessment determined that approximately 91.8% of the study area has been subject to extensive land disturbance which has removed archaeological potential. The remaining 8.2% of the study area retains potential for the identification and documentation of archaeological resources. A Stage 2 archaeological assessment is recommended for portions of the study area which may impact an area of archaeological potential. The Stage 2 archaeological assessment will be completed by test pit survey, per Section 2.1.2 and 2.1.8 of the MHSTCI's 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011). The anticipated date of activity/activities is undetermined.

The City of Brampton and Stantec are committed to respecting Mississaugas of the Credit First Nation interest in consultation and accommodation matters. Prior to the Stage 2 assessment, the City of Brampton will complete project-related fieldwork as per the Department of Consultation and Accommodation (DOCA) requirements, by having designated Field Liaison Representatives ("FLRs") on location while fieldwork is occurring. The timing of the Stage 2 field work is unknown at this time but will follow the completion of this EA Study.

Should you have any questions or concerns, please contact Soheil Nejatian of the City of Brampton at 905-874-5909, or by email Soheil.Nejatian@brampton.ca.

Regards,

Stantec Consulting Ltd.



Paula Hohner M.Sc.Pl., MCIP, RPP
Senior Environmental Planner
Phone: 226-926-6682
paula.hohner@stantec.com

Attachment: Stage 1 Archaeological Assessment

- c. Fawn Sault, Consultation Coordinator, MCFN
- Soheil Nejatian, City of Brampton
- Isaac Bartlett, Stantec Consulting Ltd.

From: [Harvey, Joseph \(MHSTCI\)](#)
To: [Lang, Sarah](#)
Subject: RE: File 0009641: Notice of Public Information Centre 1 - Bramalea Road Corridor Improvements Study
Date: Thursday, April 8, 2021 4:13:45 PM

Good Afternoon Sarah,

Thank you for providing us with an update on the status of technical cultural heritage studies for the above referenced undertaking.

Have a good evening,

Joseph Harvey

On behalf of

Laura Hatcher
Heritage Planner
Heritage Planning Unit
laura.e.hatcher@ontario.ca

From: Lang, Sarah <Sarah.Lang@stantec.com>
Sent: April 8, 2021 4:08 PM
To: Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Harvey, Joseph (MHSTCI) <Joseph.Harvey@ontario.ca>
Cc: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Nejatian, Soheil <soheil.nejatian@brampton.ca>; Hohner, Paula <Paula.Hohner@stantec.com>
Subject: RE: File 0009641: Notice of Public Information Centre 1 - Bramalea Road Corridor Improvements Study

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello Ms. Hatcher,

Thank you for providing your comments regarding the Bramalea Road Improvements Municipal Class Environmental Assessment. Please find the attached letter in response to your email/letter dated February 5, 2021.

Please don't hesitate to contact Soheil Nejatian, copied on this email, if you have any questions.

Thank you,

Sarah Lang
Environmental Planner
Direct: 519-432-4292
sarah.lang@stantec.com
Stantec



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From: Harvey, Joseph (MHSTCI) <Joseph.Harvey@ontario.ca>

Sent: Friday, February 5, 2021 1:43 PM

To: Bartlett, Isaac <isaac.bartlett@stantec.com>

Cc: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Nejatian, Soheil <soheil.nejatian@brampton.ca>; Lang, Sarah <Sarah.Lang@stantec.com>

Subject: File 0009641: Notice of Public Information Centre 1 - Bramalea Road Corridor Improvements Study

Isaac Bartlett,

Please find attached MHSTCI's comments on the above referenced project notice. Please do not hesitate to contact Laura Hatcher if you have any questions.

Joseph Harvey

On behalf of

Laura Hatcher

Heritage Planner

Heritage Planning Unit

laura.e.hatcher@ontario.ca



Stantec Consulting Ltd.
600-171 Queens Avenue, London ON N6A 5J7

April 8, 2021
File: 165010590

Attention: Laura Hatcher
Heritage Planner
Ministry of Heritage, Sport, Tourism and Culture Industries
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7
Laura.e.hatcher@ontario.ca

Dear Ms. Hatcher,

Reference: Bramalea Road Improvements from Queen Street East to South City Limit – Response to February 5, 2021 Letter

Thank you for providing your letter dated February 5, 2021, MHSTCI ref: 0009641, for the above-mentioned City of Brampton project. The City of Brampton has retained Stantec Consulting Ltd. to complete the Municipal Class Environmental Assessment (MCEA) for the Bramalea Road Improvements from Queen Street East to the south study limit, in the City of Brampton. The project is complying with the approved planning process for a Schedule 'C' Municipal Class EA.

The purpose of this letter is to respond to the interests raised with respect to the Archaeological, Built Heritage and Cultural Heritage resources, and how they will be addressed by this project. Screening and assessment of potential built heritage and archaeological resources will be completed as described below.

Archaeological Resources: As noted in your letter, a Stage 1 archaeological assessment report has been submitted under Project Information Form (PIF) P1066-0048-2017, awaiting MHSTCI review. A Stage 2 archaeological assessment is recommended for portions of the study area which may impact an area of archaeological potential. The Stage 2 archaeological assessment will be completed by test pit survey, per Section 2.1.2 and 2.1.8 of the MHSTCI's 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011).

Built Heritage and Cultural Landscape Assessment: A draft Cultural Heritage Assessment Report (CHAR) has been prepared to document existing conditions and will be updated to include an impact assessment of the recommended design alternative, as well as a summary of the potential effects of the project on heritage resources. Recommendations for future work will be based on the vicinity of each heritage resource to project activities. The project team will provide a copy of the draft report to MHSTCI for review prior to the 30 day review period to allow time for comments.

The project also includes consultation with Indigenous communities to obtain information related to their interests.

These elements will be incorporated into the Environmental Study Report (ESR) prepared at the conclusion of the project and made available for a minimum 30-day public review.

April 8, 2021
Laura Hatcher
Page 2 of 2

Reference: Bramalea Road Improvements from Queen Street East to South City Limit – Response to February 5, 2021 Letter

If you require additional information regarding this project or have any other questions, please contact the undersigned.

Regards,

Stantec Consulting Ltd.



Paula Hohner MScPI, MCIP, RPP
Senior Environmental Planner
Phone: 519-675-6666
paula.hohner@stantec.com

- c. Joseph Harvey, MHSTCI
Soheil Nejatian – City of Brampton
Isaac Bartlett, Sarah Lang – Stantec Consulting Ltd.

**Ministry of Heritage, Sport,
Tourism and Culture Industries**

Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7
Tel: 437.239.3404

**Ministère des Industries du Patrimoine,
du Sport, du Tourisme et de la Culture**

Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto, ON M7A 0A7
Tél: 437.239.3404



February 5, 2021

EMAIL ONLY

Isaac Bartlett, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
isaac.bartlett@stantec.com

MHSTCI File : 0009641
Proponent : City of Brampton
Subject : Notice of Online Public Information Centre 1
Project : Bramalea Road Improvements from Queen Street East to South City Limit
Location : City of Brampton

Dear Isaac Bartlett:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Online Public Information Centre for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. If any municipal bridges may be impacted by this project, we can provide additional screening documentation as formulated by the Municipal Engineers Association in consultation with MHSTCI.

Project Summary

The City of Brampton is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for improvements to Bramalea Road from Queen Street East to the south City limit.

Identifying Cultural Heritage Resources

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

Our records indicate that a Stage 1 archaeological assessment has been submitted under Project Information Form (PIF), P1066-0048-2017 which is awaiting review.

Archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that:

1. the archaeological assessment of the project area is complete and
2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through an avoidance and protection strategy.

Built Heritage Resources and Cultural Heritage Landscapes

Slide 11, entitled Existing Conditions -Cultural Heritage, of the Online Public consultation package (Dated January 11th, 2021) notes that a cultural heritage assessment has been completed. We would appreciate receiving a copy of the cultural heritage assessment prior to the issuance of a notice of completion.

Environmental Assessment Reporting

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact Laura Hatcher.

Joseph Harvey

On behalf of

Laura Hatcher

Heritage Planner

Heritage Planning Unit

laura.e.hatcher@ontario.ca

Copied to: Soheil Nejatian, Project Engineer, City of Brampton
Sarah Lang, Environmental Planner, Stantec

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 11:21:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

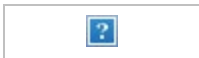
Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

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From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 11:18:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

The study has identified the following recommended alternative solutions pertaining to widening the corridor:

- Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. A safety assessment will also be completed, and traffic calming measures and updated speed limits will be determined. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

The project team is aware of the existing designated truck routes and by-laws permitting heavy truck traffic on Bramalea Road north between Mayfield Road and East Drive, which will remain unchanged upon project implementation. The next phase of the study will also assess the design requirements of each individual intersection to safely accommodate all modes of transportation.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. . Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

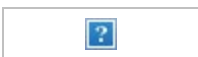
Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

Stantec



From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](mailto:Paula.Hohner@stantec.com); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](mailto:Isaac.Bartlett@stantec.com); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:50:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

The study has identified the following recommended alternative solutions pertaining to widening the corridor:

- Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, appropriate speed limits will be determined. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

The project team is aware of the existing designated truck routes and by-laws permitting heavy truck traffic on Bramalea Road north between Mayfield Road and East Drive, which will remain unchanged upon project implementation. Per by-law 93-93, trucks making a delivery or pickup are permitted to travel to the business, as exceptions for any vehicle engaged in making a delivery to or a collection from a premises which cannot be reached except by way of a highway or a portion of highway where heavy truck restrictions are in place.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

Stantec



From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:22:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.

Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to trees within the right of way will be determined, and landscaping opportunities will be considered. This evaluation will be presented at the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

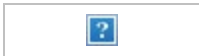
Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

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From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 9:48:00 AM

Hello [REDACTED]

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

Constraints along the Bramalea Road corridor have been identified and taken into consideration during the evaluation of alternative solutions. The study has identified the following recommended alternative solutions pertaining to widening the corridor:

- Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

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To: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:54:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.

The recommended solution focuses on the implementation of Active Transportation to serve pedestrians and cyclists.

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. This evaluation will be presented at the next Public Information Centre.

Improvements to other roadways are outside of the scope of this study. Please contact roads@brampton.ca if you have questions or concerns regarding improvements to other road corridors in the City.

Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
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Public Works & Engineering, City of Brampton
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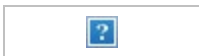
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Sarah Lang

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To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:50:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

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isaac.bartlett@stantec.com

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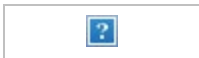
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To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](mailto:Paula.Hohner@stantec.com); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](mailto:Isaac.Bartlett@stantec.com); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:30:00 AM

[REDACTED]

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

Trees within the right-of-way have been assessed by a certified arborist. Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to trees within the right of way will be determined, and opportunities to add trees and landscaping will be considered. The results, and evaluation of alternative designs will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

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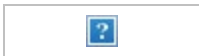
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To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 11:00:00 AM

[REDACTED]

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. A noise assessment will also be completed. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Improvements to other roadways are outside of the scope of this study. Please contact roads@brampton.ca if you have questions or concerns regarding improvements to other road corridors in the City.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

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Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
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Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
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Stantec Consulting Ltd.
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Thanks,

Sarah Lang

Environmental Planner

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To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:16:00 AM

[REDACTED]

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

The project team is aware of the existing designated truck routes and by-laws permitting heavy truck traffic on Bramalea Road north between Mayfield Road and East Drive, which will remain unchanged upon project implementation. The improvements to Bramalea Road will prioritize the needs for pedestrians, cyclists, transit then auto users, providing sufficient capacity for future growth and development in the City.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

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Project Engineer, Infrastructure Planning
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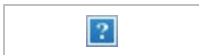
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To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:43:00 AM

[REDACTED]

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns. Bus stop locations will be reviewed in the next phase of the study. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
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Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

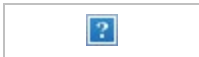
Sarah Lang

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To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:10:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. The results, and evaluation of alternative designs will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

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Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

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Telephone: 519-675-6643
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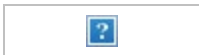
Thanks,

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From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 11:23:00 AM

[REDACTED]

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

The study has identified the following recommended alternative solutions pertaining to widening the corridor:

- Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

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To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:08:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.

Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

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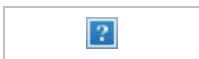
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To: [REDACTED]
Subject: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Date: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Friday, March 5, 2021 9:55:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

The study has identified the following recommended alternative solutions pertaining to widening the corridor:

- Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to residents adjacent to the corridor will be considered, along with completion of a noise assessment. The results, and evaluation of alternative designs will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

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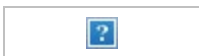
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To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:31:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

BRT routes referenced in this study were derived from approved key planning documents, such as the Metrolinx 2041 Regional Transportation Plan (RTP), and the City of Brampton Transportation Master Plan. Changes to these routes are outside of the scope of this study. Please direct comments or concerns regarding BRT to transit@brampton.ca.

A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

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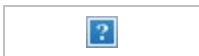
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From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:35:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Additionally, the next phase of the study will individually assess each intersection to determine the best suited improvements to the intersection.

The project team is aware of the existing designated truck routes and by-laws permitting heavy truck traffic on Bramalea Road north between Mayfield Road and East Drive, which will remain unchanged upon project implementation.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

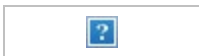
Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

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From: [Lang, Sarah](#)
To: [REDACTED]
Subject: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Date: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Friday, March 5, 2021 10:34:00 AM

[REDACTED]

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.

Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to trees within the right of way will be determined, and landscaping opportunities will be considered. This evaluation will be presented at the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

Sarah Lang

Environmental Planner

Direct: 519-432-4292
sarah.lang@stantec.com

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From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:28:00 AM

Hello [REDACTED]

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

The study has identified the following recommended alternative solutions pertaining to widening the corridor:

- Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to adjacent residential properties will be considered, and a noise assessment will be completed. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

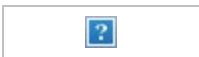
Thanks,

Sarah Lang

Environmental Planner

Direct: 519-432-4292
sarah.lang@stantec.com

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From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:25:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

Trees within the right-of-way have been assessed by a certified arborist. Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to trees within the right of way will be determined, and opportunities to add trees and landscaping will be considered. The results, and evaluation of alternative designs will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

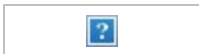
Thanks,

Sarah Lang

Environmental Planner

Direct: 519-432-4292
sarah.lang@stantec.com

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From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:56:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

The study has identified the following recommended alternative solutions pertaining to widening the corridor:

- Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes

A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. A safety assessment will also be completed to evaluate the safety for all modes of transportation along the corridor. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Improvements to other roadways are outside of the scope of this study. Please contact roads@brampton.ca if you have questions or concerns regarding improvements to other road corridors in the City.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

Stantec

From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:03:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.

Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

Sarah Lang

Environmental Planner

Direct: 519-432-4292
sarah.lang@stantec.com

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From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:04:00 AM

[REDACTED]

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.

Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

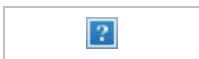
Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

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From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 11:20:00 AM

[REDACTED]

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. . Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

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From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:32:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

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Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

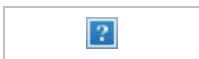
Thanks,

Sarah Lang

Environmental Planner

Direct: 519-432-4292
sarah.lang@stantec.com

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From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](mailto:Paula.Hohner@stantec.com); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](mailto:Isaac.Bartlett@stantec.com); Nejatian, Soheil
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 10:58:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

The study has identified the following recommended alternative solutions pertaining to widening the corridor:

- Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study, in addition to the City's 2019 Active Transportation Master Plan, the City's Brampton 2040 Vision, and Vision Zero. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

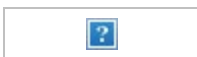
Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

Stantec



From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 11:11:00 AM

[REDACTED]

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

The City of Brampton is committed to informing and engaging the public on the Bramalea Road Improvements Class EA. The Notice of Public Information Centre for this study was distributed to 6,044 residents adjacent to the Bramalea Road corridor, and held a stakeholder meeting to solicit feedback from interested residents.

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. A noise assessment for this corridor will also be completed. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Improvements to other roadways are outside of the scope of this study. Please contact roads@brampton.ca if you have questions or concerns regarding improvements to other road corridors in the City.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

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Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

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From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Friday, March 5, 2021 9:52:00 AM

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

The study has identified the following recommended alternative solutions pertaining to widening the corridor:

- Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard)
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, appropriate speed limits will be determined. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
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Public Works & Engineering, City of Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

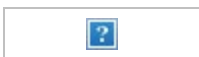
Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

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Please consider the environment before printing this email.

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: [REDACTED]
Date: Thursday, February 18, 2021 4:24:34 PM

Hi So-ah,

Please add the contents of the comment to the ongoing document on

Thanks!

Associate Professor

Do not: 519-875-0643
Mobile: 519-242-3230
Fax: 519-843-8375

Stanley

stanley.com

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Original Message

From: Stanley, So-ah <[REDACTED]>
Sent: Thursday, February 18, 2021 2:14 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: [EXTERNAL] Stanley's ongoing document

Thank you so much for not to me. I hope you agree for Stanley's ongoing document project. Review of the project and a new assessment review of the project and the final report. The project is the final Public Information on the Project (PIC) and the final report.

We expect to be the PIC 41 by the end of the year to not to be at the end of the year to be the project and the final report. The project is the final Public Information on the Project (PIC) and the final report.

Please see the project results in the ongoing document and the final report. The project is the final Public Information on the Project (PIC) and the final report.

It is the project results in the ongoing document and the final report. The project is the final Public Information on the Project (PIC) and the final report.

Thank you

Stanley

Project Manager, Stanley's ongoing document project

Stanley's ongoing document project

Original Message

From: [REDACTED]

Sent: Thursday, February 18, 2021 2:14 PM

To: Stanley, So-ah <[REDACTED]>

Subject: [EXTERNAL] Stanley's ongoing document

Hi Mr. Stanley,

I am not sure if you have seen the project results in the ongoing document and the final report.

My ongoing document project results in the ongoing document and the final report.

We can have a call to see if you have seen the project results in the ongoing document and the final report.

We have seen the project results in the ongoing document and the final report.

When we see the project results in the ongoing document and the final report, we can have a call to see if you have seen the project results in the ongoing document and the final report.

I hope the project results in the ongoing document and the final report are the same as the project results in the ongoing document and the final report.

Thank you so much for not to me.

[REDACTED]

Stanley

Please see the project results in the ongoing document and the final report. The project is the final Public Information on the Project (PIC) and the final report.

From: [Lang, Sarah](#)
To: [REDACTED]
Cc: [Paula Hohner \(Paula.Hohner@stantec.com\)](#); [Isaac Bartlett \(isaac.bartlett@stantec.com\)](#); [Nejatian, Soheil](#)
Subject: RE: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1
Date: Monday, March 15, 2021 3:25:00 PM

[REDACTED]

The City of Brampton Transportation Macro model was used as the basis for the transit trip increases in the analysis. Using the City's model and the horizon year of 2041, the analysis included an increase of approximately 30% compared to the existing condition trips.

The study is recommending to widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) due to the number of corridor constraints and property requirements. The study is also recommending to widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), and queue jump lanes extended throughout as continuous transit lanes.

Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, appropriate speed limits will be determined. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.

Thank you,

Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

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Please consider the environment before printing this email.

From: [REDACTED]
Sent: Friday, March 5, 2021 8:49 PM
To: Lang, Sarah <Sarah.Lang@stantec.com>
Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Nejatian, Soheil <soheil.nejatian@brampton.ca>
Subject: Re: Bramalea Road Improvements Municipal Class Environmental Assessment - Public Information Centre 1

Dear Sarah Lang,

I don't recall the exact terminology I used, but I was not talking about a BRT like in the RTP, I was

talking about making the corridor transit focused with dedicated lanes. Metrolinx has approved and currently has high frequency GO service to Bramalea GO in delivery. How is the travel demand to Bramalea GO in light of the improved GO service being modeled?

Sincerely,



On Fri, Mar 5, 2021 at 10:31 AM Lang, Sarah <Sarah.Lang@stantec.com> wrote:

Hello,

Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.

BRT routes referenced in this study were derived from approved key planning documents, such as the Metrolinx 2041 Regional Transportation Plan (RTP), and the City of Brampton Transportation Master Plan. Changes to these routes are outside of the scope of this study. Please direct comments or concerns regarding BRT to transit@brampton.ca.

A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.

Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please contact the Project Manager's below:

Soheil Nejatian P. Eng
Project Engineer, Infrastructure Planning
Public Works & Engineering, City of
Brampton
Telephone: 905.874.5909
Soheil.nejatian@brampton.com

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation
Stantec Consulting Ltd.
Telephone: 519-675-6643
isaac.bartlett@stantec.com

Thanks,

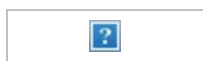
Sarah Lang

Environmental Planner

Direct: 519-432-4292

sarah.lang@stantec.com

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Mobile: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

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From: Nejatian, Soheil <Soheil.Nejatian@brampton.ca>
Sent: Friday, January 8, 2021 2:49 PM
To: Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: RE: [EXTERNAL]RE: Bramalea EA Public Notice on the page site

Talk about the timing of our response 😊

Soheil Nejatian

Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
T: 905.874.5909

From: Bartlett, Isaac <isaac.bartlett@stantec.com>
Sent: 2021/01/08 2:46 PM
To: [REDACTED] Nejatian, Soheil <Soheil.Nejatian@brampton.ca>
Cc: Fortini, Pat - Councillor <Pat.Fortini@brampton.ca>; Williams, Charmaine - Councillor <Charmaine.Williams@brampton.ca>; Tamming, Jason <Jason.Tamming@brampton.ca>
Subject: [EXTERNAL]RE: Bramalea EA Public Notice on the page site

Good afternoon [REDACTED]

Thanks for reaching out and your interest in this project.

You are correct in that the information for the PIC will be posted on the City website under brampton.ca/BramaleaEA starting on Monday, January 11. See attached PIC notice for your information. Additional project information will also be posted to the website for public review as the project progresses.

We have also added you to our mailing list and you will receive subsequent project notices.

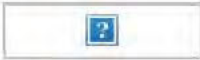
If you have any questions in the meantime, please feel free to reach out to the team and we will be happy to discuss.

Have a great weekend!

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation

Direct: 519-675-6643
Mobile: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

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From: [REDACTED]
Sent: Friday, January 8, 2021 1:41 PM
To: Nejatian, Soheil <soheil.nejatian@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>
Cc: Councillor Pat Fortini <pat.fortini@brampton.ca>; Councillor Charmaine Williams <charmaine.williams@brampton.ca>; Jason Tamming <jason.tamming@brampton.ca>
Subject: Bramalea EA Public Notice on the page site

Hi Soheil and Isaac,

I noticed a post from Councillor Williams about the January 11th to February 8th online PIC.

Will this information be added to the brampton.ca/BramaleaEA website? (it points to here <https://www.brampton.ca/EN/residents/Roads-and-Traffic/Pages/road-works-details.aspx/280/Bramalea-Road>)

I don't see the PIC information/Public Notice on this site. Also, can you please add me to the mailing list for this EA? Some of the other pages have a documents section where all documents are added. Will this be done for the Bramalea EA so that the Public Notice can be added?

[REDACTED]

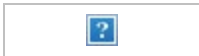
From: [Bartlett, Isaac](#)
To: [Hohner, Paula](#); [Lang, Sarah](#)
Subject: FW: [EXTERNAL]Bramalea EA Public Notice on the page site
Date: Friday, January 8, 2021 2:50:24 PM
Attachments: [EA-Bramalea Rd Improvements-Notice of PIC 1 .pdf](#)

Looks like Soheil responded a few minutes after I did.

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation

Direct: 519-675-6643
Mobile: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

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From: Nejatian, Soheil <Soheil.Nejatian@brampton.ca>
Sent: Friday, January 8, 2021 2:47 PM
To: [REDACTED]; Bartlett, Isaac <isaac.bartlett@stantec.com>
Cc: Fortini, Pat - Councillor <Pat.Fortini@brampton.ca>; Williams, Charmaine - Councillor <Charmaine.Williams@brampton.ca>; Tamming, Jason <Jason.Tamming@brampton.ca>
Subject: RE: [EXTERNAL]Bramalea EA Public Notice on the page site

[REDACTED]

Thank you for reaching out to us.

The website provided on the notice is correct, however, the content for the PIC #1 which includes PIC slides, a narrated video and a comment form will be live as of January 11th to February 8th for the public to view and comment on. I have attached a copy of this notice as well for your reference.

If you have any question on the material posted related to the PIC, please fill in the comment form (starting Jan 11th) and we will be providing a written response to any of your inquiries. In addition, your contact information will be added to our mailing list going forward.

Thank you and have a great weekend,

Soheil Nejatian

Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
T: 905.874.5909

From: [REDACTED]

Sent: 2021/01/08 1:41 PM

To: Nejatian, Soheil <Soheil.Nejatian@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>

Cc: Fortini, Pat - Councillor <Pat.Fortini@brampton.ca>; Williams, Charmaine - Councillor <Charmaine.Williams@brampton.ca>; Tamming, Jason <jason.Tamming@brampton.ca>

Subject: [EXTERNAL]Bramalea EA Public Notice on the page site

Hi Soheil and Isaac,

I noticed a post from Councillor Williams about the January 11th to February 8th online PIC.

Will this information be added to the brampton.ca/BramaleaEA website? (it points to here <https://www.brampton.ca/EN/residents/Roads-and-Traffic/Pages/road-works-details.aspx/280/Bramalea-Road>)

I don't see the PIC information/Public Notice on this site. Also, can you please add me to the mailing list for this EA? Some of the other pages have a documents section where all documents are added. Will this be done for the Bramalea EA so that the Public Notice can be added?

[REDACTED]

From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Bramalea Road extention
Date: Tuesday, February 16, 2021 10:44:49 AM

For tracking.

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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 Please consider the environment before printing this email.

From: Bartlett, Isaac <isaac.bartlett@stantec.com>
Sent: Tuesday, February 16, 2021 9:04 AM
To: [REDACTED]
Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Nejatian, Soheil <soheil.nejatian@brampton.ca>
Subject: RE: Bramalea Road extention

Good Morning [REDACTED]

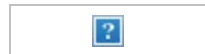
As per City's [10 Year Roads Capital Program](#), the stretch from Queens to Steeles is scheduled for 2026. Although the figure references a widening of Bramalea Road to 6 lanes, that was for funding estimation purposes only. This study will determine the recommended solution for the Bramalea corridor.

Please let me know if you have any other questions.

Isaac Bartlett P. Eng., ENV SP
Associate, Transportation

Direct: 519-675-6643
Mobile: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

Stantec



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From: [REDACTED]
Sent: Friday, February 12, 2021 8:02 PM
To: Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: Bramalea Road extention

Hi Isaac,

Once everything is finalized, what is the estimated starting construction year for Bramalea Road extension?

Thanks,





Hydro One Networks Inc
483 Bay St
Toronto, ON

February 02, 2021

Re: Bramalea Road Corridor Improvements Study

Attention:

Isaac Bartlett, P.Eng. Consultant Project Manager Stantec Consulting Ltd.

Thank you for sending us notification regarding (Bramalea Road Corridor Improvements Study). In our preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area (see map attached). At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.

Also, we would like to bring to your attention that should (Bramalea Road Corridor Improvements Study) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking.

Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.

If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.

In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

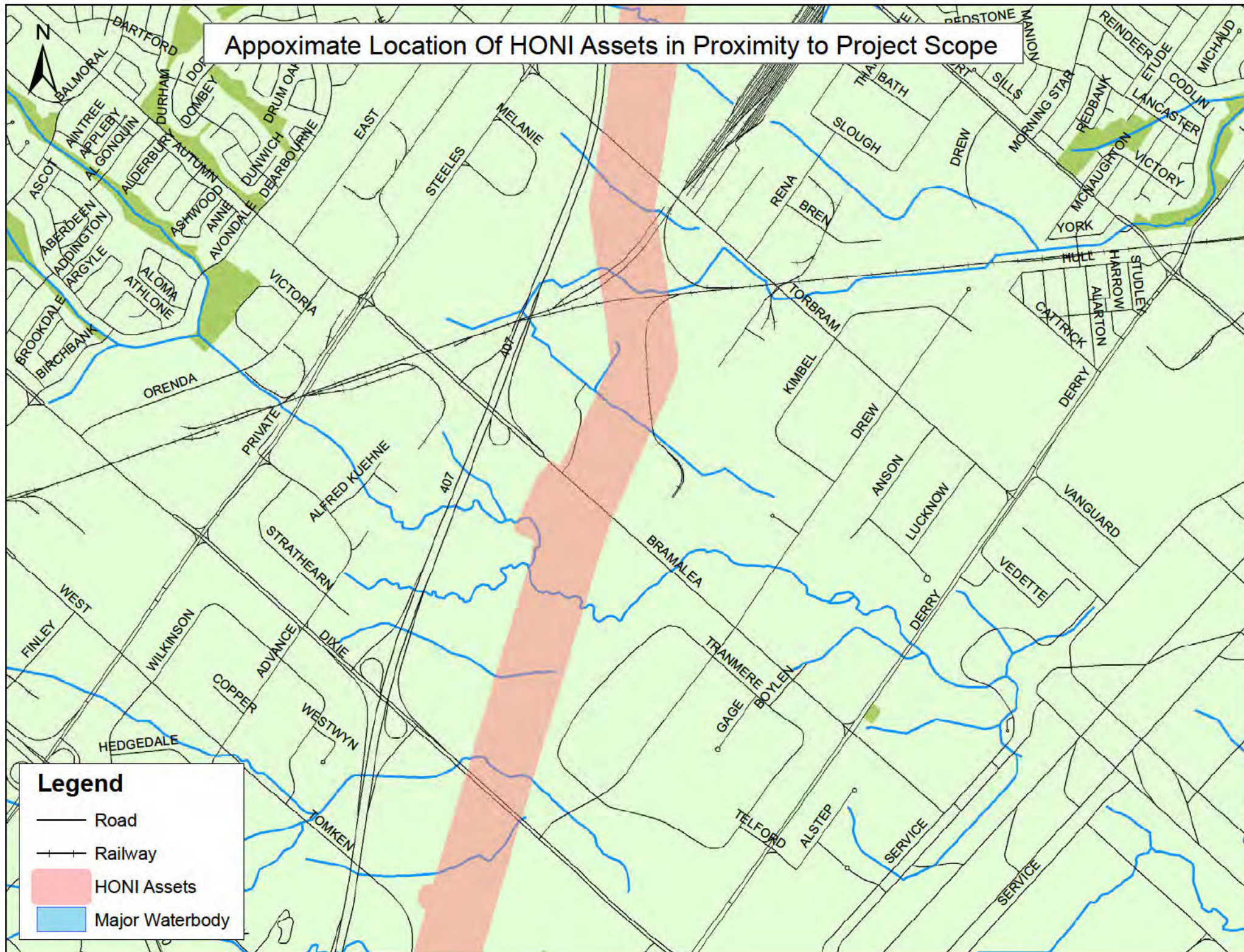
Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.

We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

Sent on behalf of,

***Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.***

Approximate Location Of HONI Assets in Proximity to Project Scope



**BRAMALEA ROAD CORRIDOR IMPROVEMENTS, MUNICIPAL CLASS
ENVIRONMENTAL ASSESSMENT STUDY**

Appendix A Consultation

A.5 Public Information Centre #2



To: City of Brampton

From: Stantec Consulting Ltd.

File: 165010590

Date: October 26, 2022

Reference: Bramalea Road Improvements, Municipal Class Environmental Assessment – Public Information Centre #2 Summary

This memo summarizes the distribution of the Notice of Public Information Centre (PIC) #2 and comment received during the virtual PIC held from September 22, 2022 to October 21, 2022, for the Bramalea Road Improvements Municipal Class Environmental Assessment (MCEA) Study.

Notice of Public Information Centre Distribution

The City of Brampton arranged for the Notice of PIC #2 to be published twice in the Brampton Guardian and Mississauga News on Thursday, September 22, 2022, and Thursday, September 29, 2022.

A copy of the project contact list is included in **Appendix A**. The notice of PIC #2 was distributed as follows:

- Emailed to agencies, stakeholders, and members of the public on the project contact list by Stantec on September 22, 2022
- Emailed to Indigenous communities by Stantec on September 22, 2022
- Mailed to residents by City of Brampton on September 22, 2022
- Uploaded to the project website on September 22, 2022 (www.brampton.ca/BramaleaEA)

A copy of the distribution materials is included in **Appendix B**.

Public Information Centre Format and Displays

PIC #2 was held using a virtual format. A pre-recorded video presentation was made available online for public review and input on the problems being addressed, alternative designs, and preferred solution. A copy of the PIC displays and written presentation transcript are included in **Appendix C**.

Online Comment Form

A comment form was made available on the City of Brampton's website, asking individuals to answer the following questions:

1. Do you agree with the Preferred Alternative Design for the study corridor? Please refer to slides to 13 to 18 in the Public Information Centre displays.
 - a. Yes
 - b. No
2. Does the Preferred Alternative Design address your concerns relating to Bramalea Road from Queen Street East to southern city limits? If you still have concerns, please select all that apply.
 - a. I do not have any concerns
 - b. Traffic Delays / Congestion
 - c. Safety issues
 - d. Lack of cycling facilities

Reference: Bramalea Road Improvements, Municipal Class Environmental Assessment – Public Information Centre #2 Summary

- e. Lack of sidewalks (south end)
 - f. Risk of collisions
 - g. Road condition (driving surface, potholes, flooding, cracks)
 - h. Lack of transit connections
 - i. Lack of street trees and landscaping
3. Please share any additional comments you may have related to the Bramalea Road Municipal Class Environmental Study:
 - a. Text field
4. What is your preferred way to receive updates relating to the Bramalea Road Environmental Assessment Study?
 - a. By letter mail
 - b. By email
 - c. On my own through the City's website
5. Name
 - a. Text field
6. Email
 - a. Text field
7. Mailing address including postal code
 - a. Text field
8. Telephone number
 - a. Text field

A total of seven (7) comment forms were submitted. Common themes of concern among participants included traffic delays/congestion, risk of collisions, lack of street trees and landscaping, lack of cycling facilities, road condition, and safety issues. In addition, concern for the protection of pedestrians and cyclists at intersections was expressed. The project team responded to these comments to note that cross rides will be implemented where smart channels are installed at intersections. Participants were encouraged to send comments or concerns directly to a member of the project team.

PIC Displays

PIC #2 presentation materials included information on the following:

- Purpose of PIC #2
- Study Area Background
- Municipal Class Environmental Assessment Process
- Problems and Opportunities
- PIC #2 Preferred Planning Solution
- Development of Design Alternatives
- Corridor Segments
- Developing the Preferred Alternative Design
- Technical Studies
- Preferred Alternative Design
- Intersection Improvements
- Overall Preferred Alternative Design
- Study Schedule & Next Steps

Reference: Bramalea Road Improvements, Municipal Class Environmental Assessment – Public Information Centre #2 Summary

Video Presentation

A link to the video presentation was made available on the City's website on September 22, 2022 (<https://www.youtube.com/watch?v=snxagpevAOU>). The video was approximately 16 minutes in length comprised of the PIC presentation slides, with audio narration.

Comments Received

Comments were received between September 22, 2022 and October 21, 2022. Two comments were received from agencies, and one from a member of the public. The comment from the public was noting concerns regarding lane widths and queue jump lanes. A communication log of all project correspondence is included in **Appendix D**, with PIC #2 comments and responses commencing on page 32.

Preferred Alternative Design

In summary, the overall preferred alternative design for the Bramalea Road corridor is as follows.

- **Bramalea Road & Queen Street East Intersection**
 - Queue Jump Lanes with Bus Pads and Active Transportation Facilities (where possible) – Currently being finalized
- **Queen Street East to Dearbourne Boulevard (Segment 1)**
 - Active Transportation Facilities, Bus Pads
- **Dearbourne Boulevard to Steeles Avenue (Segment 2)**
 - Active Transportation Facilities, Continual Queue Jump Lanes with Bus Pads, Two-way Left Turn Lane
- **Bramalea Road & Steeles Avenue Intersection**
 - Queue Jump Lanes with Bus Pads and Active Transportation Facilities (where possible) – Currently being finalized
- **Steeles Avenue to Southern City Limits (Segment 3)**
 - Active Transportation Facilities

Reduced lanes widths are being recommended throughout the corridor in all Sections.

Next Steps

The preferred alternative design will be confirmed. The project team will continue to develop the Environmental Study Report (ESR) to document the study process and recommended alternative design. The ESR will be made available for public review for 30-days on the study website. A Notice of Study Completion will be published in newspapers, distributed to the project contact list, and mailed to members of the public once the report is available.

Appendix A

**Bramalea Road Improvements
Municipal Class Environmental Assessment
Agency Contact list**

Last Name	First Name	Title	Job Title	Division	Street Address	City and Province	Postal Code	Email	Phone
Batise	Shawn	Mr.	Deputy Minister	Ontario Ministry of Indigenous Affairs	160 Bloor Street East, 4th Floor	Toronto, ON	M7A 2E6	shawn.batise@ontario.ca	Tel (416) 326-4740 Fax (416) 325-1066
Dufresne	Tina	Ms.	Manager	Ha ton-Peel Region	Su te 300, 4145 North Service Rd	Burlington, ON	L7L 6A3	tina.dufresne@ontario.ca	905-319-1870
Barboza	Karla	Ms.	Team Lead	Heritage Program Unit	401 Bay Street, 17th Floor	Toronto, ON	M7A 0A7	karla.barboza@ontario.ca	416-314-3108 Fax 416-314-7175
				Central Region				sanotification.cregion@ontario.ca	
Bell	Trevor	Mr.	Environmental Resource Planner & EA Coordinator	Central Region	8th Floor, 135 St Clair Ave W	Toronto, ON	NM4V 1P5	trevor.bell@ontario.ca	437-770-3731
Yousaf	Kamran							Kamran.Yousaf@ontario.ca	
Routledge	Graham							graham.routledge@ontario.ca	
Sarris	Larry							Larry.Sarris@ontario.ca	
Wiesek	Marek		Environmental Specialist		1 Dundas Street W, Suite 2000	Toronto, ON	M5G 2L5	marek.wiesek@ontario.ca	416-557-3116
Speller	Elizabeth	Ms.	Senior Environmental Planner		PO Box 280, 22 Fisher Street	King City, ON	L7B 1A6	lspeiler@lgl.com	905-833-1244
Kwok	Benjamin							benjamin.kwok@metro.inx.com	
Chishimba	Leah							Alvin.Chan@metrolinx.com	
Rooker	Jeff							Leah.Chishimbasmhwanza@metrolinx.com	
Angelo	Tony							hockner@407etr.com	
Diane	Kwasi							tangelo@407etr.com	
Etimova	Maria		Highway Engineering Technician	Highway Engineering Services	6300 Steeles Avenue West	Woodbridge	L4H 1J1	mfimova@407etr.com	905-265-4070
Brown	Patrick	Major	Mayor		2 Wellington Street West	Brampton, ON	L6Y 4R2	patrick.brown@brampton.ca	
Williams	Charmaine	Counc.	City Councillor, Wards 7 & 8		2 Wellington Street West	Brampton, ON	L6Y 4R2	charmaine.williams@brampton.ca	905.874.2671
Fortini	Pat	Counc.	Regional Councilor Wards 7 & 8		2 Wellington Street West	Brampton, ON	L6Y 4R2	pat.fortini@brampton.ca	905.874.2611
Trauzzi	Juliana	Ms.	Office Assistant		5650 Hurontario Street	Mississauga, ON	L5R 1C6	ju.ianna.trauzzi@peel.ca	905-890-1010 ext. 2248
Cox	Stephanie	Ms.	Manager of Planning		40 Matheson Boulevard West	Mississauga, ON	L5R 1C5	stephanie.cox@dpdcsb.org	905-890-0708 ext. 24440
Thomas	Matthew		Superintendent, Planning and Operations					matthew.thomas@dpdcsb.org	
Harris	Donna	Sir/Madam	Manager, Public Relations & Digital Media	Communications	2100 Bouvaird Dr. E	Brampton, ON	L6R 3J7	donna.harris@williamosierhs.ca	416-494-2120 ext. 29124
		Sir/Madam	Chair		P.O. Box 41539 Heart Lake R.P.O.	Brampton, ON	L6Z 4R1	bramhis@rogers.com	
Martin	Danny		Manager of Environmental Health		PO Box 669 RPO Streetsville 7120 Hurontario Street	Mississauga, ON	L5W 1N4	environmental@peelregion.ca	905-791-7800 e
Dundas	Peter	Chief	Chief	Peel Regional Paramedic Services	1600 Bovaird Dr. E	Brampton, ON	L6R 3S8	peter.dundas@peelregion.ca	
Boyes	Bill	Chief	Chief		8 Rutherford Road South	Brampton, ON	L6W 3J1	b.l.boyes@brampton.ca	905.874.2722
Duraiappah	Nish	Chief	Police Chief					Nishan.Duraiappah@peel.police.ca	
Saddi	Asha	Ms.	Technical Analyst	Infrastructure Programming and Studies	10 Peel Centre Drive	Brampton, ON	L6T 4B9	Asha.Saddi@peelregion.ca	905-791-7800 x7794
Lovisotto	Sandy							sandy.lovisotto@peelregion.ca	
Detaramani	Tina		Sustainable Transportation and Strategic Initiatives	Transportation Division	10 Peel Centre Drive	Brampton, ON	L6T 4B9	tina.detaramani@peelregion.ca	905-791-7800
Reid	Jeffrey		Acting Manager Transportation					jeffrey.reid@mississauga.ca	
Noehammer	Helen	Ms.	Director	Transportation and Infrastructure Planning	300 City Centre Drive	Mississauga, ON	L5B 3C1	helen.noehammer@mississauga.ca	905 615-3200, ext 5170
Benko	Emma							emma.benko@trca.ca	
Nelson	Laurie	Ms.	Director, Policy Planning		101 Exchange Avenue	Vaughan, ON	L4K 5R6	laurie.nelson@trca.ca	416-661-6600 ext. 5281
Malcolmson	Jack							jack.malcolmson@bell.ca	bell.moc@telecom.ca
Rahim	Muhammad							Muhammad.rahim@bell.ca	
Persaud	Adrian							Adrian.persaud@bell.ca	
Cove	Stacey							stacey.cove@telecom.ca	
Awad	George							george.awad@telecom.ca	
Su	Jennifer							jennifer.su@telecom.ca	
Robinson	Dave A							davea.robinson@electrautilities.com	
Pelleja	Emily							emily.pelleja@electrautilities.com	905-532-1084
Matev	Matey		Network Management Officer		483 Bay Street, North Tower, 13th Floor	Toronto, ON	M5G 2P5	secondarylanduse@hydroone.com	
Cancila	Enza				185 Clegg Road	Markham, ON	L6G 1B7	enza.cancila@hydroone.com	416-345-5892
								westernFBCPlanning@hydroone.com	
Mitchell	Ian	Mr.			65 Kelfield Street	Rexdale, ON	M9W 5A3	ian.mitchell@hydroone.com	416-240-6701
LaPoint	Monica	Ms.			3573 Wolfedale Road	Mississauga, ON	L5C 3T6	Monica.LaPointe@rci.rogers.com	(416) 913-0693
Mangalino	Arnel	Mr.			500 Consumers Road, 4th Floor	North York, ON	M2J 1P8	Arnel.mangalino@enbridge.com	
Rochford	Jamie				500 Consumers Road, 4th Floor	North York, ON	M2J 1P8	jamie.rochford@enbridge.com	
Utility Circulations	Sua	Frederic	Mr.	Design Specialist – Access Engineering	Engineering Operations & Implementations East			utility.circulations@zayo.com	
					25 York St, 22 nd Floor	Toronto, ON	M5J 2V5	frederick.sua@telus.com	416-912-5607
								proximity@cn.ca	905-669-3264
Goolsarran	Mario		Senior Project Engineer - Infrastructure Planning		1975 Williams Parkway	Brampton, ON	L6S 6E5	Mario.Goolsarran@brampton.ca	
Parajuli	Bishnu		Manager - Infrastructure Planning		1975 Williams Parkway	Brampton, ON	L6S 6E5	Bishnu.Parajuli@brampton.ca	
Nejatian	Scheil		Project Engineer - Infrastructure Planning		1975 Williams Parkway	Brampton, ON	L6S 6E5	scheil.nejatian@brampton.ca	
Fantin	John		Supervisor - CADD		1975 Williams Parkway	Brampton, ON	L6S 6E5	John.Fantin@brampton.ca	
Lakeman	Brian		Project Manager - Transportation Planning		City Hall 2 Wellington Street West	Brampton, ON	L6Y 4R2	Brian.Lakeman@brampton.ca	
Monaghan	David		Supervisor - Traffic Planning		1975 Williams Parkway	Brampton, ON	L6S 6E5	David.Monaghan@brampton.ca	
Cadete	Nelson		Project manager - Active Transport		City Hall 2 Wellington Street West	Brampton, ON	L6Y 4R2	Nelson.Cadete@brampton.ca	
Wang	Hank		Advisor - Transit Planning		185 Clark Blvd	Brampton, ON	L6T 4G6	Hank.Wang@brampton.ca	
Loui	Pastor		Supervisor - Surveys & Mapping		1975 Williams Parkway	Brampton, ON	L6S 6E5	Loui.Pastor@brampton.ca	
Beimes	Shane		Supervisor - Traffic Streetlight		1975 Williams Parkway	Brampton, ON	L6S 6E5	Shane.Beimes@brampton.ca	
Zbogor	Henrik		Senior Manager - Transportation Planning		City Hall 2 Wellington Street West	Brampton, ON	L6Y 4R2	Henrik.Zbogor@brampton.ca	
Lui	Maggie		Water Resources Engineer		City Hall 2 Wellington Street West	Brampton, ON	L6Y 4R2	Maggie.Lui@brampton.ca	
					185 Clark Boulevard	Brampton, ON	L6T 4G6		

**Bramalea Road Improvements
Municipal Class Environmental Assessment
Agency Contact list**

Last Name	First Name	Job Title	Email
REGION OF PEEL			
Lovisotto	Sandy	Program Manager - Road Planning	Sandy.Lovisotto@peelregion.ca
Alexander	Tamara	Technical Analyst - Road Operations & Maintenance	Tamara.Alexander@peelregion.ca
Banuri	Syeda	Project Manager - Stormwater Management	Syeda.Banuri@peelregion.ca
Hassan	Mohammad	Technical Analyst - Transportation	Mohammad.Hassan@peelregion.ca
Kovach	Steven	Manager - Capital Acquisitions	Steven.Kovach@peelregion.ca
Kuczynski	Roman	Supervisor - Transportation System Planning	Roman.Kuczynski@peelregion.ca
Perez	Julian	Supervisor - Road Operations & Maintenance	Julian.Perez@peelregion.ca
Silva	Roger	Technical Analyst - Traffic Safety	Roger.Silva@peelregion.ca
Smith	Neal	Project Manager	Neal.Smith@peelregion.ca
Saddi	Asha	Technical Analyst - Infrastructure Programming and Studies	Asha.Saddi@peelregion.ca
Detaramani	Tina	Sustainable Transportation and Strategic Initiatives	Tina.Detaramani@peelregion.ca

**Bramalea Road Improvements
Municipal Class Environmental Assessment
Stakeholder Group Contact list**

Last Name	First Name
Blachford	J. Tevor
Bodnarchuck	Tracey
Rudlak	Brett
Bodnarchuck	Margaret
Buckle	June
Davis	Michael
Franklin	Allan
Hauser	Leo
Houliston	Jim
Kosziwka	Lee-Ann
Lawrence	Carol
Parmar	Vikramkumar
Penman	Kelly C.
Smith	Jane
Vays	Harvey
De Souza	Michelle
Weaver	Jeffrey
Kar	Shima

City and Province	Postal Code
rampton, ON	L6T 1W7
rampton, ON	L6T 2A8
rampton, ON	L6T 2A6
rampton, ON	L6T 2A6
rampton, ON	L6T 2E3
rampton, ON	L6T 1M2
rampton, ON	L6T 1H1
rampton, ON	L6T 3W2
rampton, ON	L6T 1P6
rampton, ON	L6T 2Y6
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rampton, ON	L6T 3W2
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rampton, ON	L6T 1Y5
rampton, ON	L6T 2E3
rampton, ON	L6T 2E3
rampton, ON	L6T 2X7
rampton, ON	L6T 3W8

[illegible][illegible]

Bramalea Road Improvements
Municipal Class Environmental Assessment
Technical Agencies Committee Contact List

Agency/ Organization	Last Name	First Name	Job Title	Division	Street Address	City and Province	Postal Code	Email	Phone
Technical Advisory Committee									
Hydro One Networks Inc.	Maley	Maley	Asset Optimization	Strategy & Integrated Planning	483 Bay Street	Toronto, ON	M5G 2P5	secondan.lenduse@hydroone.com	416-345-5676
Zayo	Fleming	Ian						utility.circulations@zayo.com	
Toronto Region Conservation Authority	Emma	Benko						emma.benko@trca.ca	
Dufferin-Peel Roman Catholic Separate School Board	Cox	Stephanie	Manager of Planning		101 Exchange Avenue	Vaughan ON	L4K 5R6	stephanie.cox@dpdcsb.org	416-661-660
Dufferin-Peel Roman Catholic Separate School Board					40 Matheson Boulevard West	Mississauga, ON	L5R 1C5	stephanie.cox@dpdcsb.org	905-890-0708 ext. 24440
Dufferin-Peel Roman Catholic Separate School Board	Koops	Krystina						krystina.koops@dpdcsb.org	
Dufferin-Peel Roman Catholic Separate School Board			Superintendent, Planning and Operations					matthew.thomas@dpdcsb.org	
Dufferin-Peel Roman Catholic Separate School Board	Thomas	Matthew							
Reg on of Peel	Rook	Sally						sally.rook@peel.on.ca	
Region of Peel	Saddi	Asha	Technical Analyst	Transportation				asha.saddi@peelregion.ca	905-791-7800 x 7794
Metrolinx	ChishimbaSimwanza	Leah						Leah.ChishimbaSimwanza@metrolinx.com	
Metrolinx	Kwok	Benjamin						benjamin.kwok@metrolinx.com	
Metrolinx	Chan	Alvin						Alvin.Chan@metrolinx.com	
407ETR	Booker	Jeff						jbooker@407etr.com	
407ETR	Angello	Tony						tangello@407etr.com	
407ETR	Kwasi	Diane						dkwasi@407etr.com	
407ETR	Efimova	Maria		Highway Engineering Technician	Highway Engineering Services	6300 Steeles Avenue West	Woodbridge, ON	mefimova@407etr.com	
CN Rail								proximity@cn.ca	905-669-3264
Alectra Utilities	Robinson	Dave A						davea.robinson@alectrautilities.com	
Alectra Utilities	Pelleja	Emily						emily.pelleja@alectrautilities.com	
Bell Canada				Manager				jack.malcolmson@bell.ca	
Bell Canada								Muhammad.rahim@bell.ca	
Bell Canada								Adrian.persaud@bell.ca	
Rogers Communications	LaPointe	Monica	Ms.			3573 Woffedale Road	Mississauga, ON	Monica.LaPointe@rci.rogers.com	(416) 913-0693
Rogers Communications								yorkcirculations@rci.rogers.com	
Enbridge Gas	Mangalino	Arnel	Mr.			500 Consumers Road, 4th Floor	North York, ON	Arnel.mangalino@enbridge.com	416-758-7949
Enbridge Gas	Rochford	Jamie						jamie.rochford@enbridge.com	

Bramalea Road Improvements
Municipal Class Environmental Assessment
Indigenous Communities Contact list

Agency/ Organization	Last Name	First Name	Title	Job Title	Street Address	City and Province	Postal Code	Email	Phone
Indigenous Communities and First Nations									
Haudenosaunee Development Institute	Hill	Hazel	Ms.		16 Sunrise Court, Suite 407 PO Box 714	Ohswegen, ON	N0A 1M0	info@hdi.land	
Mississauga of the New Credit First N	LaForme	Abby				Hagersville, ON	N0A 1H0	abby.laforme@mnchn.ca	
Mississauga of the New Credit First N	LaForme	Mark			6 First Line Rd. RR6	Hagersville, ON	N0A 1H0	mark.laforme@mnchn.ca	
Métis Nation of Ontario					75 Sherbourne Street, Suite 311	Toronto, ON	M5A 2P9	consultations@metisnation.org	
					2498 Chiefswood Road P.O. Box 5000				
Six Nations of the Grand River	Bomberry	Lonny				Ohswegen, ON	N0A 1M0	lonnybomberry@sixnations.ca	
Six Nations of the Grand River	Laforme	D						dlaforme@sixnations.ca	
Six Nations of the Grand River	Hill	Mark		Chief				mark.hill@sixnations.ca	
Curve Lake First Nation	P	Audrey		Executive Secretary of Chief & Council	22 Winookeedaa Road	Curve Lake, ON	K0L 1R0	audreyp@curvelake.ca	
Hiawatha First Nation	Davidson	Sean						sdavidson@hiawathafn.ca	
Mississaugas of Scugog Island First N	LaRocca	Kelly	Chief		22521 Island Road	Port Perry, ON	L9L 1B6	klarocca@scugogfirstnation.com	
Alderville First Nation	Mowat	Dave	Chief	Chief				dmowat@alderville.ca	
				Consultation Coordinator	11696 2nd Line Road P.O. Box 46				
Alderville First Nation	Simpson	Dave				Alderville, ON	K0K 2X0	consultation@alderville.ca	
Hiawatha First Nation	Cowie	Tom	Mr.	Community Consultation Worker	123 Paudash Street	Hiawatha, ON	K9J 0E6	tcowie@hiawathafn.ca	705-295-7773

**Bramalea Road Improvements
Municipal Class Environmental Assessment
Interested Public**

Last Name	First Name	Title
	Jason	
	Shah	
	Ashley	Mrs.
	Elizabeth	
	May	
	Nicole	
	Neil	
	Ikram	
	Caram	
	Emily	Mrs.
	Gurpreet Kaur	
	Kathleen	
	Jose F.	
	Mary M.	
	Christine	Mrs.
	Barabara and Thomas	
	Tony	
	Joe	
	Harry	
	Andrew	
	Kevin	
	Jacqueline	
	Laura	
	Anatole	
	Luisa	
	Campion	

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Items	Notice of Commencement	Notice of PIC No. 1	Notice of PIC No. 2	Notice of Completion
quest to be kept informed, added October 5, 2018				
quest to remain on City mailing list, added October 5, 2018				
quest to remain on City mailing list, added October 5, 2018				
quest to remain on City mailing list, added October 5, 2018				
quest to remain on City mailing list, added October 5, 2018				
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quest to remain on City mailing list, added October 5, 2018				
quest to remain on City mailing list, added October 5, 2018				
I not check any boxes on response form, added October 5, 2018				
quest to remain on City mailing list, added October 17, 2018				
quest to be kept informed, added Dec 3, 2018				
quest to be kept informed, added Dec 21, 2018				
quested to be kept informed est from July 6, 2019 est November 4, 2020				

Appendix B

Public Notice

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE #2

Bramalea Road Improvements from Queen Street East to South City Limit Municipal Class Environmental Assessment Study

The City of Brampton is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for improvements to Bramalea Road from Queen Street East to the south City limit (see map).



The EA study is evaluating traffic, transit and active transportation safety and operational improvements, land use implications, natural environment impacts and mitigation measures.

The Process

The study is being carried out 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 and 2015), which is approved under the Ontario Environmental Assessment Act.

Online Public Information Centre

The City of Brampton is committed to informing and engaging the public on the Bramalea Road Improvements Class EA, and will be presenting an Online Public Information Centre on the City's website starting **September 22, 2022 to October 21, 2022**.



How to Participate:

Step 1: Visit www.brampton.ca/BramaleaEA by using your computer or scan the QR code using mobile phone.

Step 2: View the material and complete the comment form provided on the website by **Friday, October 21, 2022**.

If you are unable to participate online please leave a voicemail with your name and phone number and a member of the project team will contact you for your input.

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:

Ghaz Mohammad, M. Eng., P. Eng., PMP
Sr. Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
Tel: 905.874.2949
Fax: 905.874.2505
TTY: 905.874.2130
E-mail: ghazanfar.mohammad@brampton.ca

Isaac Bartlett, P.Eng., ENV SP
Consultant Project Manager
Stantec Consulting Ltd.
Tel: 519.675.6643
Fax: 519.645.6575
E-mail: isaac.bartlett@stantec.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 September 22, 2022.



brampton.ca



BRAMPTON
Flower City

From: [Lang, Sarah](#)
Cc: [Mohammad, Ghazanfar](#); [Bartlett, Isaac](#); [Hohner, Paula](#)
Bcc: [shawn.batise@ontario.ca](#); [tina.dufresne@ontario.ca](#); [karla.barboza@ontario.ca](#);

#2 - City of Brampton, Bramalea Road Improvements, Municipal Class

Environmental Assessment

Date: Thursday, September 22, 2022 10:32:00 AM

Attachments: [Public Notice.pdf](#)

Hello,

Please see the attached Notice of Public Information Centre (PIC) #2 for the City of Brampton, Bramalea Road Improvements, Municipal Class Environmental Assessment study. The study is evaluating and identifying improvements to Bramalea Road from Queen Street East to the south City limit.

The second PIC is being held through the City of Brampton's website. **The PIC materials will be available for review on the City's website from September 22, 2022 to October 21, 2022.**

City of Brampton Website: www.brampton.ca/BramaleaEA

Please contact a member of the project team identified on the attached Notice if you have any questions, comments or concerns.

Thank you,

Sarah Lang

Environmental Planner

sarah.lang@stantec.com

From: [Mohammad, Ghazanfar](#)
To: [Zablotny, Patricia](#)
Cc: [Bartlett, Isaac](#); [Lang, Sarah](#); [Hohner, Paula](#); [Parajuli, Bishnu](#)
Subject: FW: [EXTERNAL]Re: Public Notice
Date: Thursday, September 15, 2022 10:14:14 AM
Attachments: [Public Notice.pdf](#)

Hi Patricia, please see attached proof read version of Public Notice to be put with other stuff on the project web site regarding PIC-2 starting from Sep 22-Oct 21. This notice will be published in the Brampton Guardian in their Sep 22 and Sep 29 editions.
Thanks.

Ghaz Mohammad, *M.Eng., P.Eng, PMP*
Sr.Project Engineer, Infrastructure Planning

Public Works & Engineering
WPOC, 1975 Williams Parkway
Brampton, ON L6S 6E5
Tel: 905 874 2949
Email: Ghazanfar.mohammad@brampton.ca



From: Luis, Charlene <cluis@starmetrolandmedia.com>
Sent: 2022/09/15 9:47 AM
To: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Subject: [EXTERNAL]Re: Public Notice

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Morning Ghaz,

Attached is your proof for next week. Please forward any necessary changes or approval to print.

Charlene Luis | Senior Account Executive
Star Metroland Media

Torstar Group of Companies
3145 Wolfedale Rd, Mississauga, L5C 3A9
Mobile: 416- 402-5863
Email cluis@metroland.com



From: "Mohammad, Ghazanfar" <Ghazanfar.Mohammad@brampton.ca>

Date: Wednesday, September 14, 2022 at 9:07 AM

To: "Luis, Charlene" <cluis@starmetrolandmedia.com>

Subject: RE: Public Notice

This Message Is From an External Sender

This message came from outside your organization.

Hi Charlene, Good Morning!

Hope you are doing good.

We have a Public Information Centre meeting for a City of Brampton project. Please see attached draft of Public Notice. We are interested in publishing this notice in Brampton Guardian in the editions of Thursday, September 22 and September 29, 2022. Can you please review and provide me draft Proof version?

Thanks.

Ghaz Mohammad, *M.Eng., P.Eng, PMP*

Sr.Project Engineer, Infrastructure Planning

Public Works & Engineering

WPOC, 1975 Williams Parkway

Brampton, ON L6S 6E5

Tel: 905 874 2949

Email: Ghazanfar.mohammad@brampton.ca



From: Luis, Charlene <cluis@starmetrolandmedia.com>

Sent: 2022/05/05 12:19 PM

To: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>

Subject: Re: [EXTERNAL]Tear

Hi Ghaz,

Attached is your Tear sheet from today's edition.



BRAMPTON

Flower City

Roads and Traffic

BRAMALEA ROAD IMPROVEMENTS



Sources: NRCan, Esri Canada, and Canad

[Comment form for PIC #2 is now live until October 21, 2022.](https://forms.office.com/r/WYYRFNTHqpp) (link:

<https://forms.office.com/r/WYYRFNTHqpp>)

Project Details

The City of Brampton's Transportation Master Plan has identified the need for improvements to Bramalea Road from Queen Street East to the southern City limits, approximately 790m south of Highway 407.

The City has initiated a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for this corridor.

The Class EA Study will evaluate and identify:

- current and future transportation capacity needs,
- improvements to accommodate the needs and safety of pedestrians, cyclists, transit and motorists within the project limits
- social, cultural and natural environment impacts and mitigation measures

Documents, reports, and updates

Study Commencement

- [Notice of Study Commencement](#) (link: /EN/residents/Roads and Traffic/Planning and Projects/EA%20Documents/Bramalea_Road-Queen_St-to-South_City_Limit/notice_study_commencement.pdf) (2018-08-30)

Public Information Centre #1

- [Notice of PIC #1](#) (link: /EN/residents/Roads and Traffic/Planning and Projects/EA%20Documents/Bramalea_Road-Queen_St-to-South_City_Limit/PIC%201/Notice%20of%20PIC%201.pdf) - issued January 11, 2021
- [PIC 1 Narrated Video \(youtube\)](#) (link: <https://www.youtube.com/watch?v=0xa6440qdUc&feature=youtu.be>)
- [PIC 1 Display boards \(PDF\)](#) (link: /EN/residents/Roads-and-Traffic/Planning-and-Projects/EA%20Documents/Bramalea_Road-Queen_St-to-South_City_Limit/PIC%201/PIC%201%20Display%20boards.pdf)

Public Information Centre #2

- [Notice of PIC #2](#) (link: /EN/residents/Roads-and-Traffic/Planning-and-Projects/EA%20Documents/Bramalea_Road-Queen_St-to-South_City_Limit/PIC%202/Bramalea%20PIC%202.pdf) - issued September 22, 2022
- [Comment form](#) (link: <https://forms.microsoft.com/r/WYYRFNTHqp>) - closes October 21, 2022
- [PIC 2 Narrated Video](#) (link: <https://www.youtube.com/watch?v=snxagpevAOU>) (youtube)
- [PIC 2 Display boards](#) (link: /EN/residents/Roads-and-Traffic/Planning-and-Projects/EA%20Documents/Bramalea_Road-Queen_St-to-South_City_Limit/PIC%202/Presentation%20Slides_PIC2.pdf) (PDF)
- [PIC 2 Design Roll](#) (link: /EN/residents/Roads-and-Traffic/Planning-and-Projects/EA%20Documents/Bramalea_Road-Queen_St-to-South_City_Limit/PIC%202/Design%20Roll%20Plan_PIC-2.pdf) (PDF)

Project Contacts

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Sr. Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
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Fa : 905.874.2505
TTY: 905.874.2130
E-mail: ghazanfar.mohammad@brampton.ca

Isaac Bartlett, P. Eng.

Consultant Project Manager
Stantec Consulting Ltd
Tel: 519.675.6643
Fax: 519.645.6575
E-mail: Isaac.Bartlett@stantec.com (link: <mailto:isaac.bartlett@stantec.com>)

(link: <https://www.youtube.com/watch?v=0xa6440qdUc&feature=youtu.be>)

Appendix C

WELCOME

to the

Bramalea Road Corridor Improvements

Municipal Class Environmental Assessment Study

From Queen Street East to the South City Limit

Public Information Centre #2

September 22, 2022 to October 21, 2022

Purpose of Public Information Centre 2

The purpose of this Public Information Centre (PIC) #2 is to:



- Review the study process and background
- Summarize materials presented at the first PIC



- Review the design components and evaluation process
- Present the preliminary preferred design



- Identify next steps in the study
- Obtain community feedback

Visit brampton.ca/BramaleaEA to learn more about the
[Bramalea Road Improvements Study](#)



Study Area and Objectives

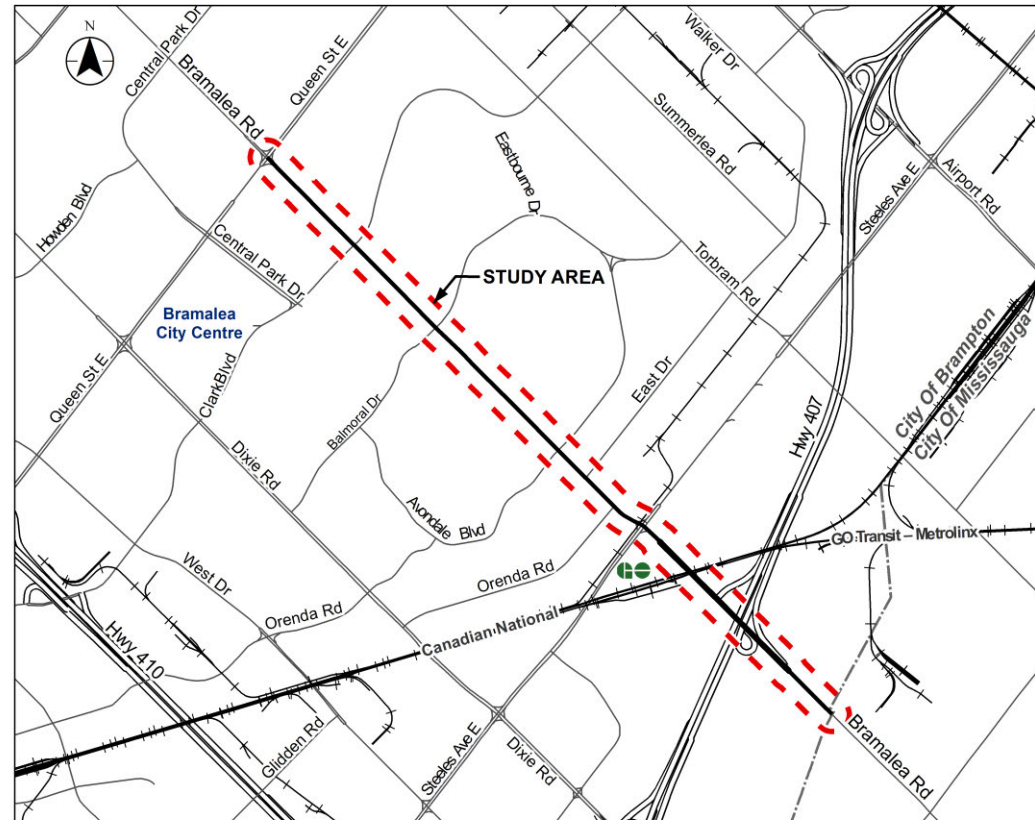
The City of Brampton has initiated a Municipal Class Environmental Assessment (EA) study for improvements to Bramalea Road from Queen Street East to the south City limit, approximately 790m south of Highway 407.

Study Area

Bramalea Road is classified as a Minor Arterial Road with a right of way width of 36m. The existing corridor consists of 4 general purpose travel lanes, with sidewalks on the east and west sides of the corridor, which become discontinuous south of Steeles Ave. The Bramalea GO Station is located within the corridor.

Study Objectives

Accommodate current and future transportation needs for all modes of travel, including pedestrian, cyclists, transit users and motorists.

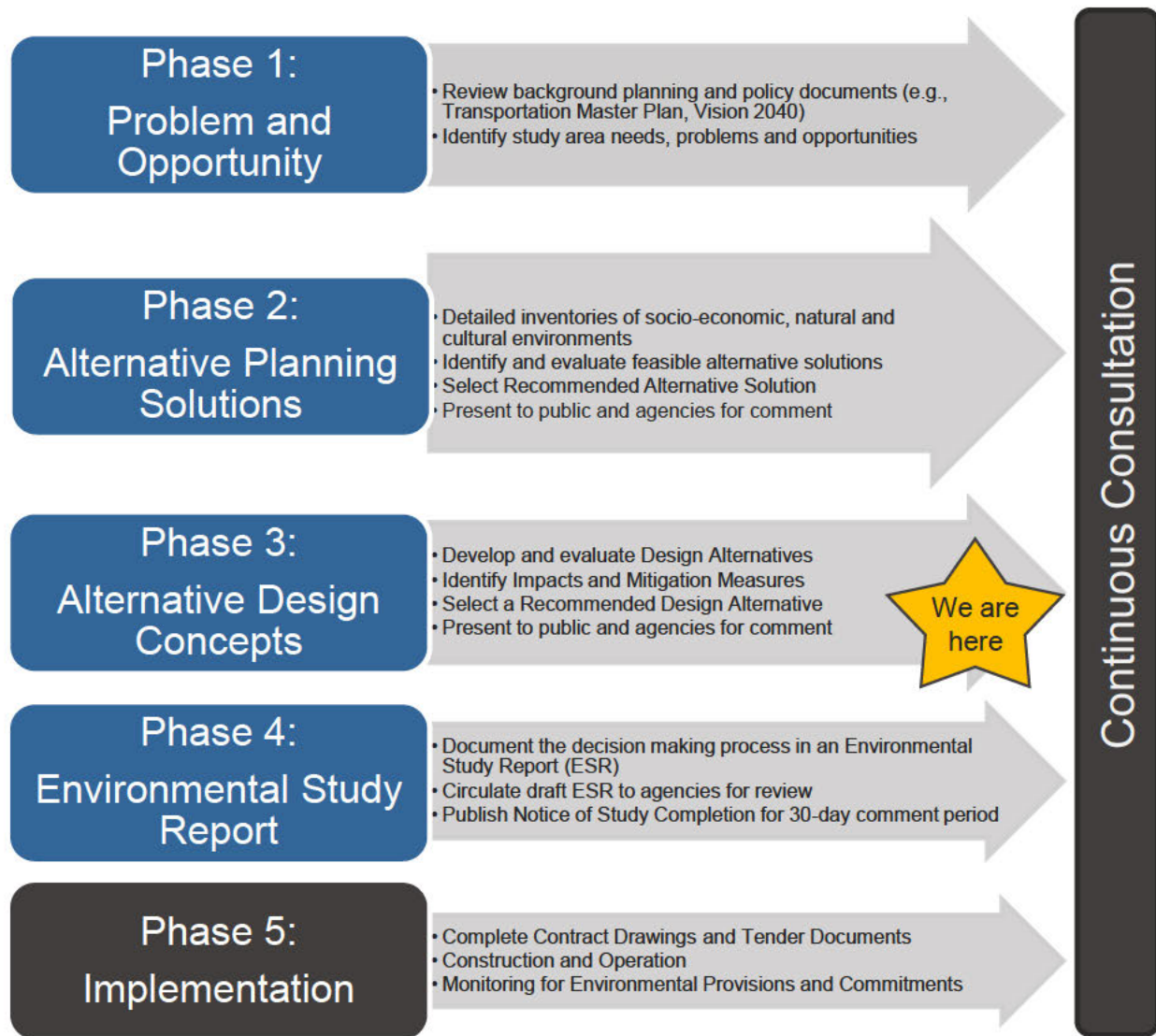


Study Process – Municipal Class EA

The Municipal Class EA study process frames the planning and implementation of municipal infrastructure.

An EA is a planning process for municipal infrastructure, legislated by the *Ontario Environmental Assessment Act*. This MCEA Study is being conducted as a Schedule 'C' project under the MCEA document (October 2000, as amended).

This EA covers Phases 1 to 4.



Problem & Opportunities

Problems

Active Transportation - Poor pedestrian and bicycle level of service due to narrow sidewalks, high traffic volumes and operating speeds, along with missing sidewalks at the south limit of the study area. Bicycle facilities are generally missing throughout the corridor.

Transit - Operates generally at a poor level of service because of buses travelling in mixed traffic and in congested conditions during peak periods, with no transit priority measures.

Automobiles - Shows issues with level of service at certain locations that will worsen by 2031 and 2041.

Goods Movement - Shows issues with level of service at certain locations that will worsen by 2031 and 2041.

Opportunities

Due to projected growth in travel demand, Bramalea Road corridor is forecasted to experience multi-modal deficiencies. If not addressed, the road will become more congested, and alternative modes of transportation will continue to be underutilized.

PIC 1 Preferred Planning Solution

To support future growth and travel demands within the City of Brampton, and to improve capacity along the Bramalea Road corridor, the following combination of alternative solutions are recommended to allow flexibility to address the identified problems and opportunities:

- Transportation Demand Management
- Active transportation improvements (pedestrian and cyclists)
- Widen the northern portion of the corridor to accommodate transit queue jump lanes
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes and due to closely spaced intersections, queue jump lanes are extended throughout as continuous transit lanes






This combination of alternative solutions will prioritize the needs for pedestrians, cyclists, transit *then* auto users, providing sufficient capacity for future growth and development in the City.

Transportation Demand Management

The City of Brampton is looking toward TDM to provide techniques to alter travel behaviour; assist in the management of transportation impacts; and address travel demand associated with the anticipated population growth of the City over the next 30 years. A few program options in the City's TDM Toolkit include a Workplace Commuter Program, Rideshare, and Carshare.

PIC 1 Preferred Planning Solution

The preferred solution improves the following Multi-Modal Level of Service:

Mode	Level of Service (LOS)	
	High Level of Service (LOS A, B, C, D)	Low Level of Service (LOS E, F)
	A / B / C D	E F
	Average LOS - Do Nothing Alternative (2041)	Average LOS - QJL and AT Alternative (2041)
Transit 	F	E
Bicycles 	F	A / B / C
Pedestrians 	F	D
Automotive 	A / B / C	A / B / C
Trucks 	A / B / C	A / B / C

Development of Design Alternatives

Consideration was given to the following design criteria when developing the alternatives based on the preferred solution:

Design Criteria

- Bramalea Road is classified as a Minor Arterial Road
- Posted speed of 60 km/hr maintained
- Implementation of City's Complete Streets vision where possible
- Reduce lane widths to minimum design standards to promote speed reduction:
 - 3.3m driving lanes
 - 3.0m left turn lanes
 - 3.5m outside lane for transit
 - 4.5m two-way left turn lane
- Bi-directional 3.0m Multi-use Pathway on both sides to accommodate pedestrians and cyclists
- Introduce Acceleride Bus Bays and passenger waiting areas with the Queue Jump Lanes.
- Use of constrained design criteria where the proposed bus bays and MUP impact private property

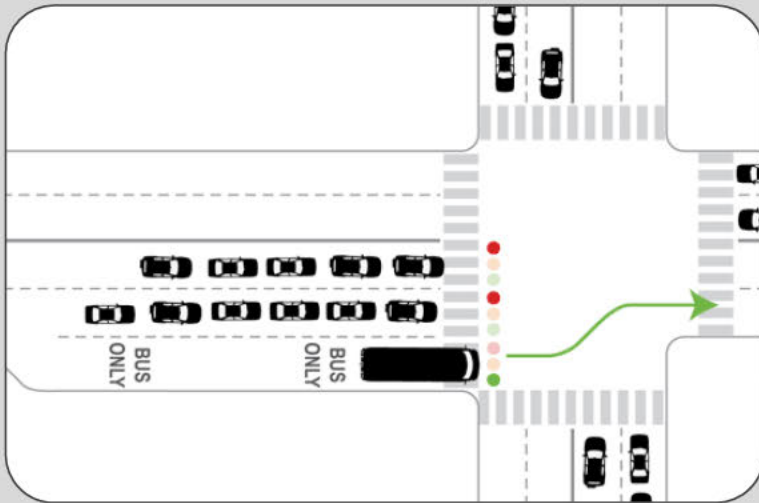


Development of Design Alternatives

Focus was given to the following improvements based on the preferred solution from PIC 1:

Queue Jump Lanes

- Queue Jump Lanes (continuous or approaching intersections) on either side of the road
- Consider transit usage
- Consider property impacts



Active Transportation Facilities

- Bi-directional Multi-use Pathway (MUP) on either side of the road to accommodate both pedestrians and cyclists
- Consider property impacts and integrating existing sidewalks/pathways



A combination of Queue Jump Lanes and Active Transportation Facilities was developed for consideration.

Corridor Segments

The study area along Bramalea Road from Queen Street East to the Southern City limits is approximately 4.3km in length. The corridor has various uses, ranging from residential areas, commercial uses, and overpass structures.

To understand the existing constraints and provide the best overall solution, we have separated Bramalea Road into three segments:

Segment 1 – Queen Street East to Dearbourne Boulevard

Segment 2 – Dearbourne Boulevard to Steeles Avenue

Segment 3 – Steeles Avenue to Southern City Limits



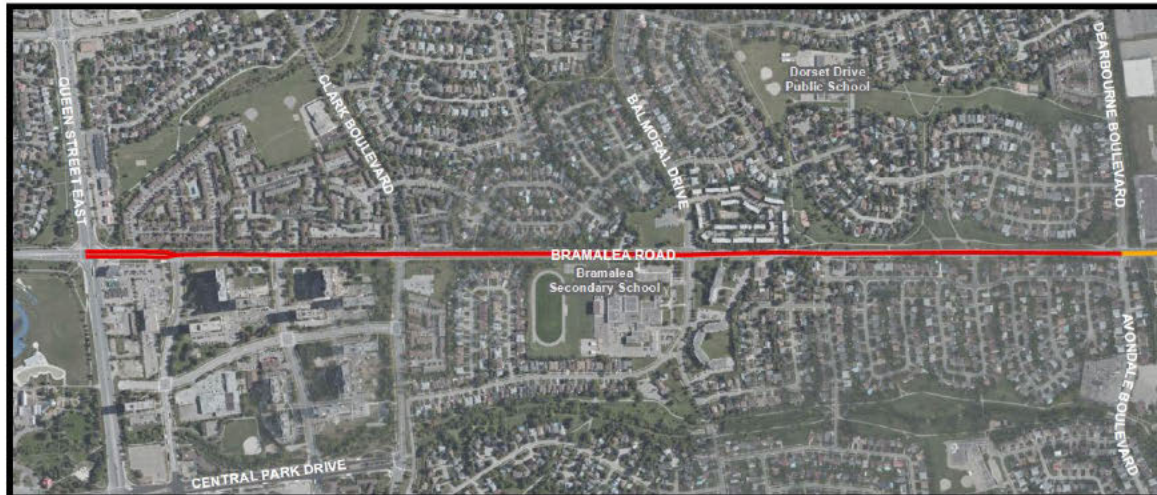
Corridor Segments – Segment 1

Queen Street East to Dearbourne Boulevard

This segment of Bramalea Road is approximately 2.4km, with existing sidewalks on both sides of the road. Key corridor constraints include:

- Residential infrastructure directly adjacent to the right-of-way
- Apartment buildings, and underground parking structures
- Secondary school

This segment has an existing multi-use pathway between Balmoral Drive and Dearbourne Boulevard.



0 180 360
Meters



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Corridor Segments – Segment 2

Dearbourne Boulevard to Steeles Avenue

This segment of Bramalea Road is approximately 650m, with existing sidewalks on both sides of the road. Key corridor constraints include:

- Commercial / Industrial uses with several access points to Bramalea Road
- At-grade rail crossing (north of Steeles Ave intersection)
- A deflection in the alignment of Bramalea Road south of Orenda Road

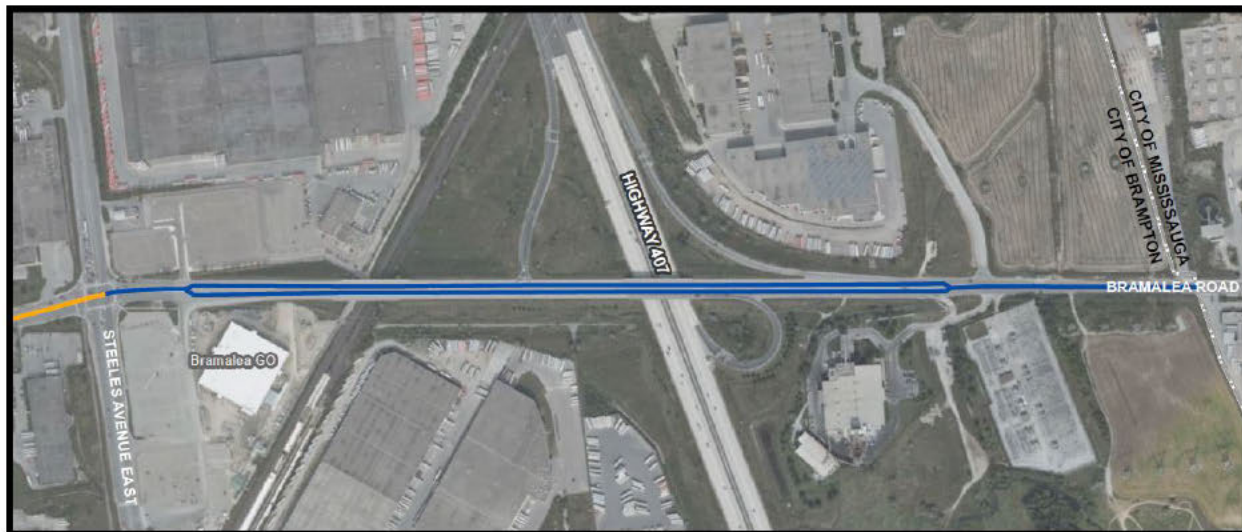


Corridor Segments – Segment 3

Steeles Avenue to Southern City Limits

This segment of Bramalea Road is approximately 1.2km, with discontinuous sidewalks on both sides of the road. Key corridor constraints include:

- Parking infrastructure
- Industrial buildings
- Bramalea GO Station
- Overpass above CN / Metrolinx rail lines
- Overpass over Highway 407



0 120 240
Meters

Developing the Preferred Alternative Design

The project team considered the following elements to determine which alternative design concept was the best solution for each corridor Segment.



Engineering & Technical Considerations

- Safety for all Travel Modes
- Traffic Operations
- Utilities
- Transit Service/Facilities
- Bicycle and Pedestrian Facilities
- Cost



Socio-Economic Environment

- Land Requirements/Property Impacts
- Existing and Proposed Developments/Business Operations
- Archaeological/Cultural Heritage Resources
- Construction Staging
- Community/Urban Design
- Traffic/Noise



Natural Environment

- Vegetation
- Climate Change
- Air Quality

Technical Studies

Technical studies are used to inform the evaluations and identify impacts of the proposed alternative solutions. The following studies have been/are being completed:

Natural Environment
Assessment

Socio-Economic
Environment

Stage 1
Archaeological
Assessment

Built and Cultural
Heritage
Assessment

Transportation and
Traffic Multi-Modal
Analysis

Safety Assessment

Stormwater
Management Report

Structural
Assessment

Hydrogeological
Investigations

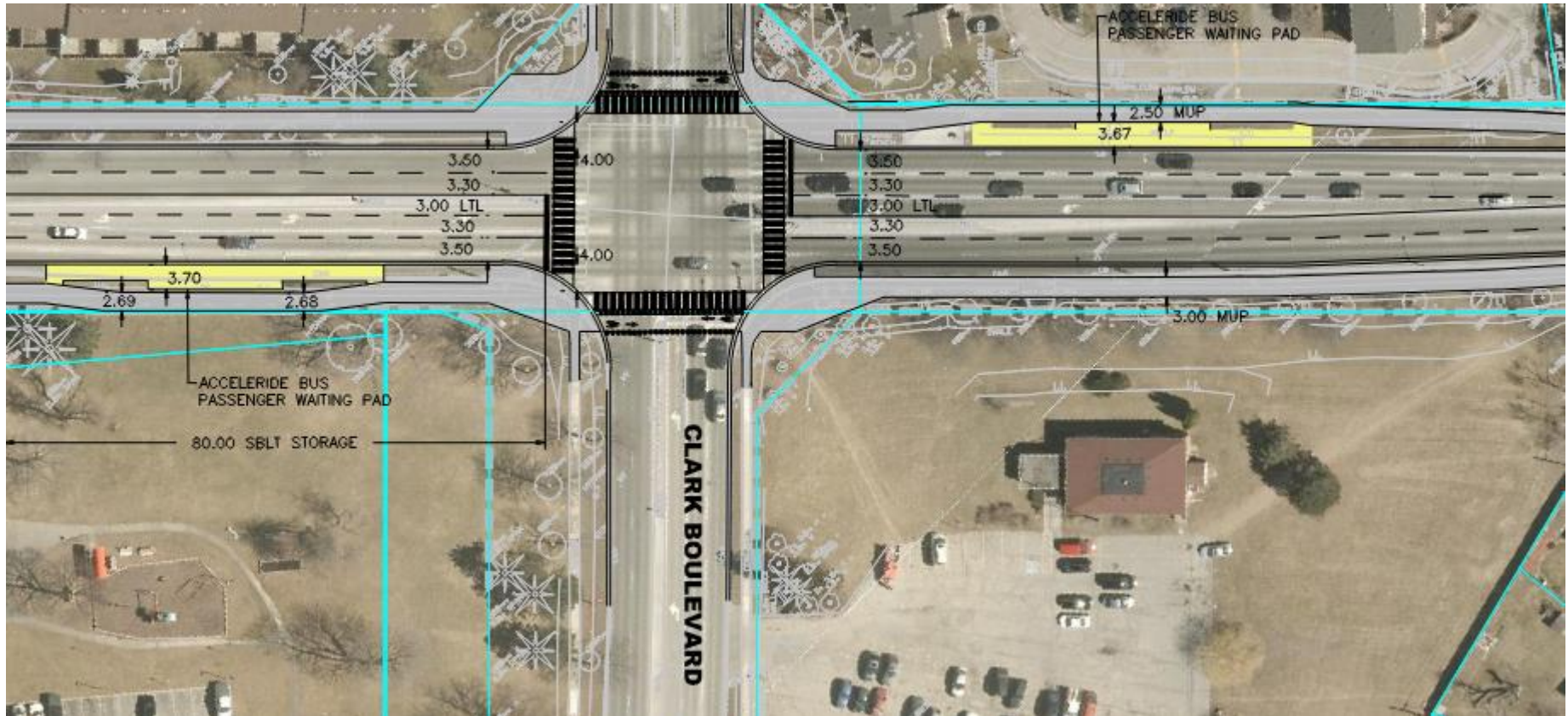
Noise Assessment

Air Quality
Assessment

Geotechnical
Investigations

Preferred Alternative Design – Segment 1

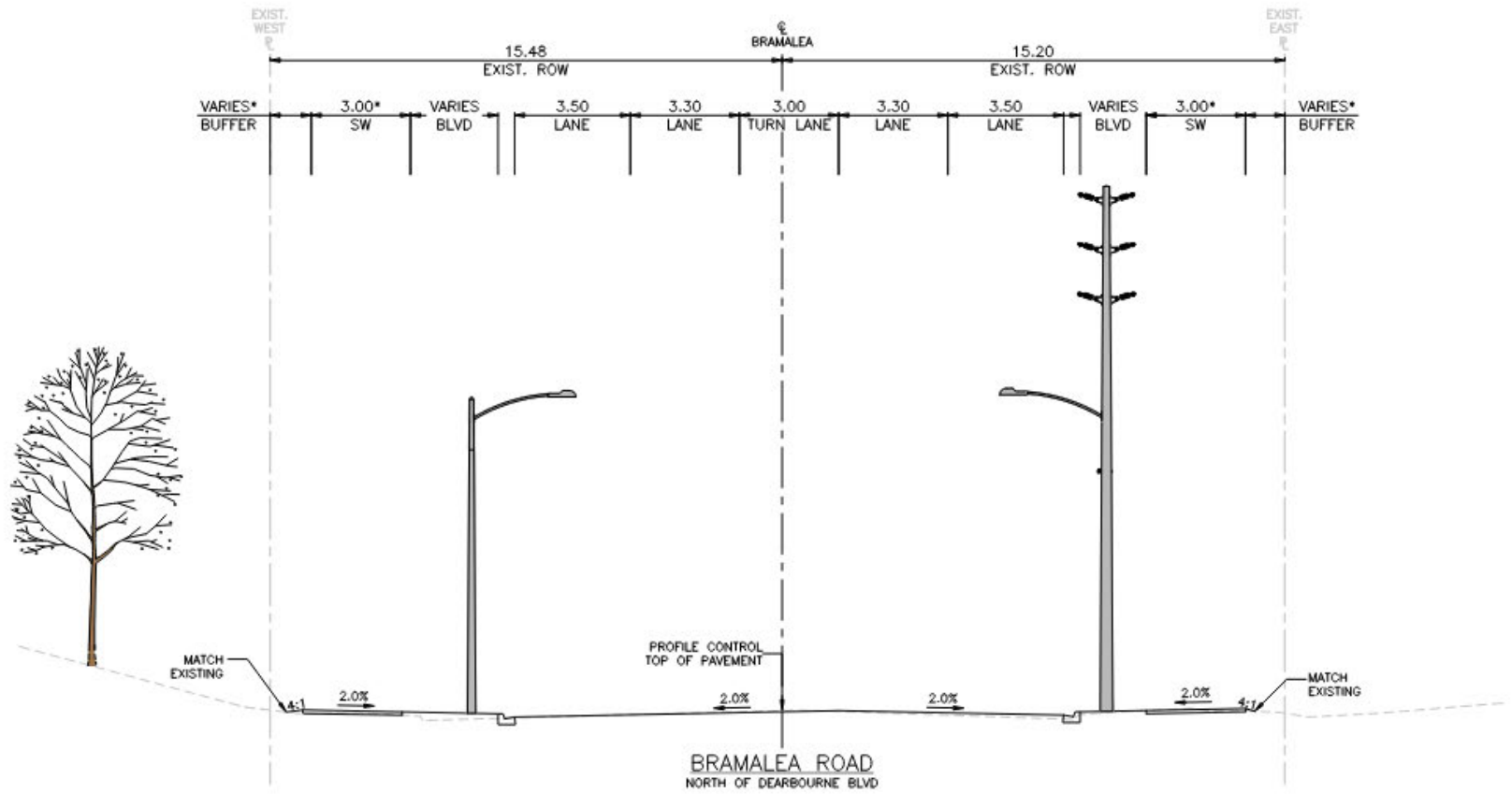
The preferred alternative design concept for Segment 1 is to implement **Active Transportation Facilities**.



- Multi-Use Pathway
- Reduced driving lanes widths
- Improved transit stops

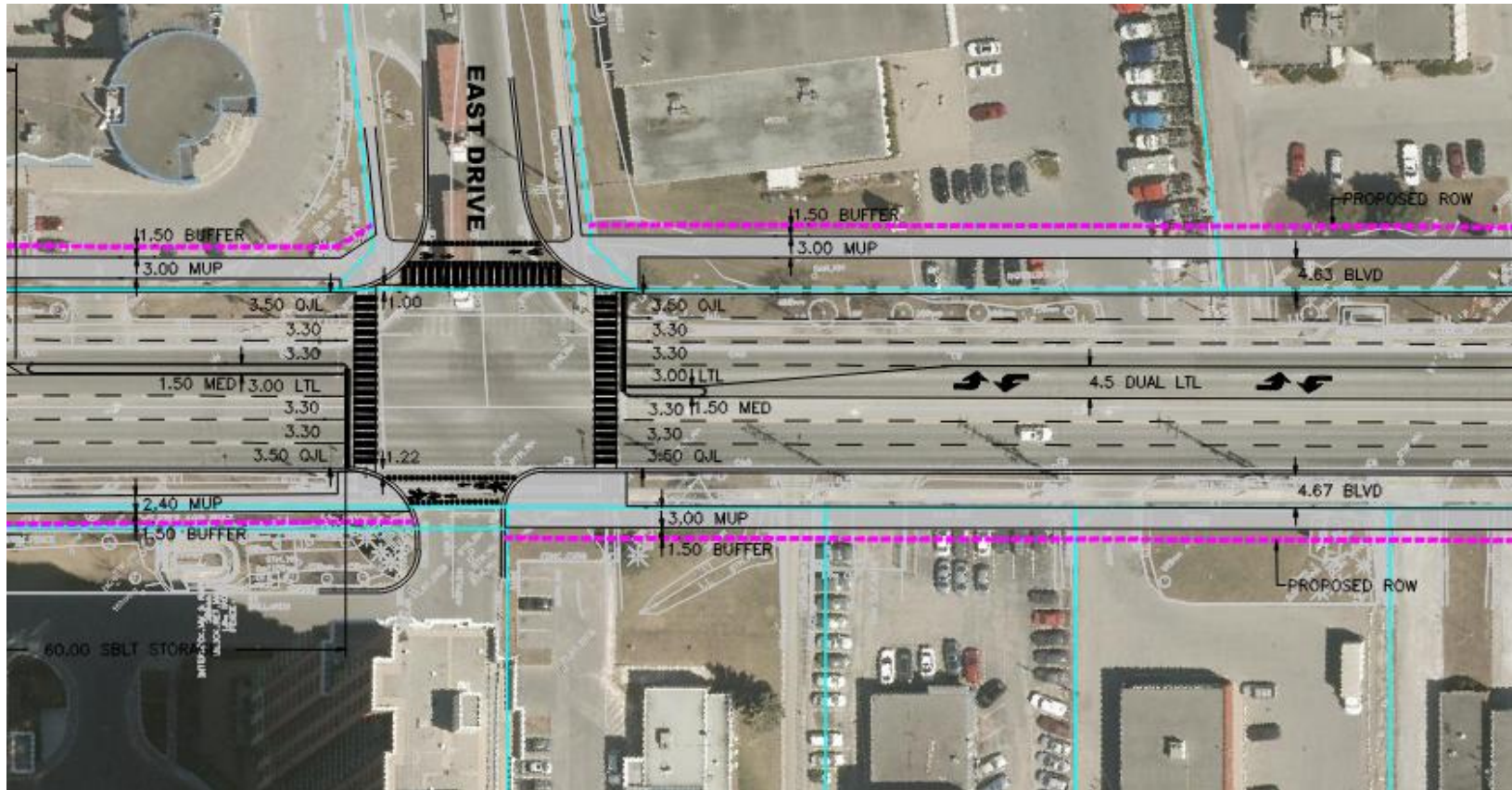
Preferred Alternative Design – Segment 1

The preferred alternative design concept for Segment 1 is to implement **Active Transportation Facilities**.



Preferred Alternative Design – Segment 2

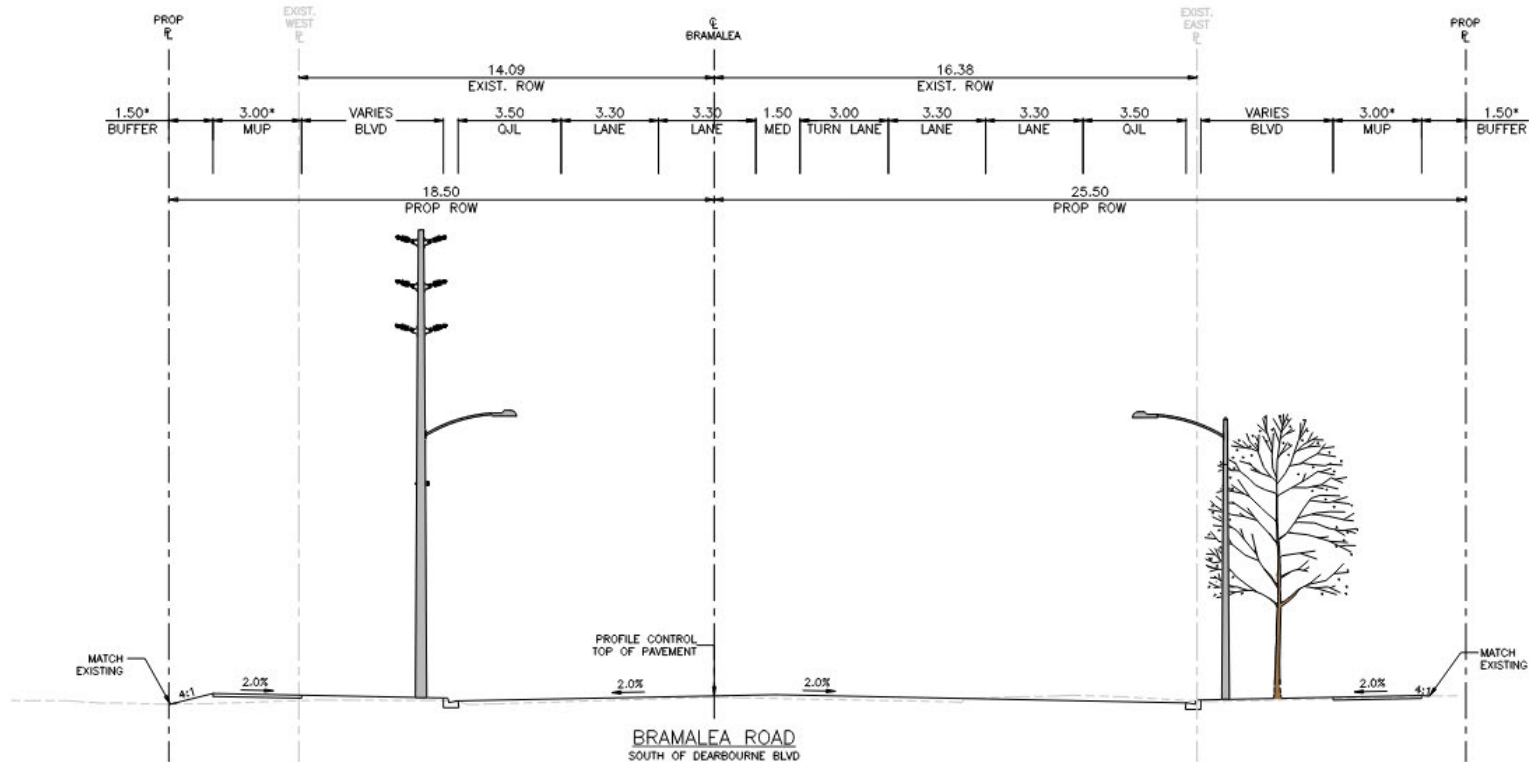
From Dearbourne Boulevard to Steeles Avenue, Segment 2, the preferred alternative design concept is to implement **Queue Jump Lanes & Active Transportation Facilities**.



- Multi-Use Pathway
- Reduced driving lanes widths
- Improved transit stops
- Continual Queue Jump Lanes
- Two Way Left Turn Lane for access

Preferred Alternative Design – Segment 2

From Dearbourne Boulevard to Steeles Avenue, Segment 2, the preferred alternative design concept is to implement **Queue Jump Lanes & Active Transportation Facilities**.



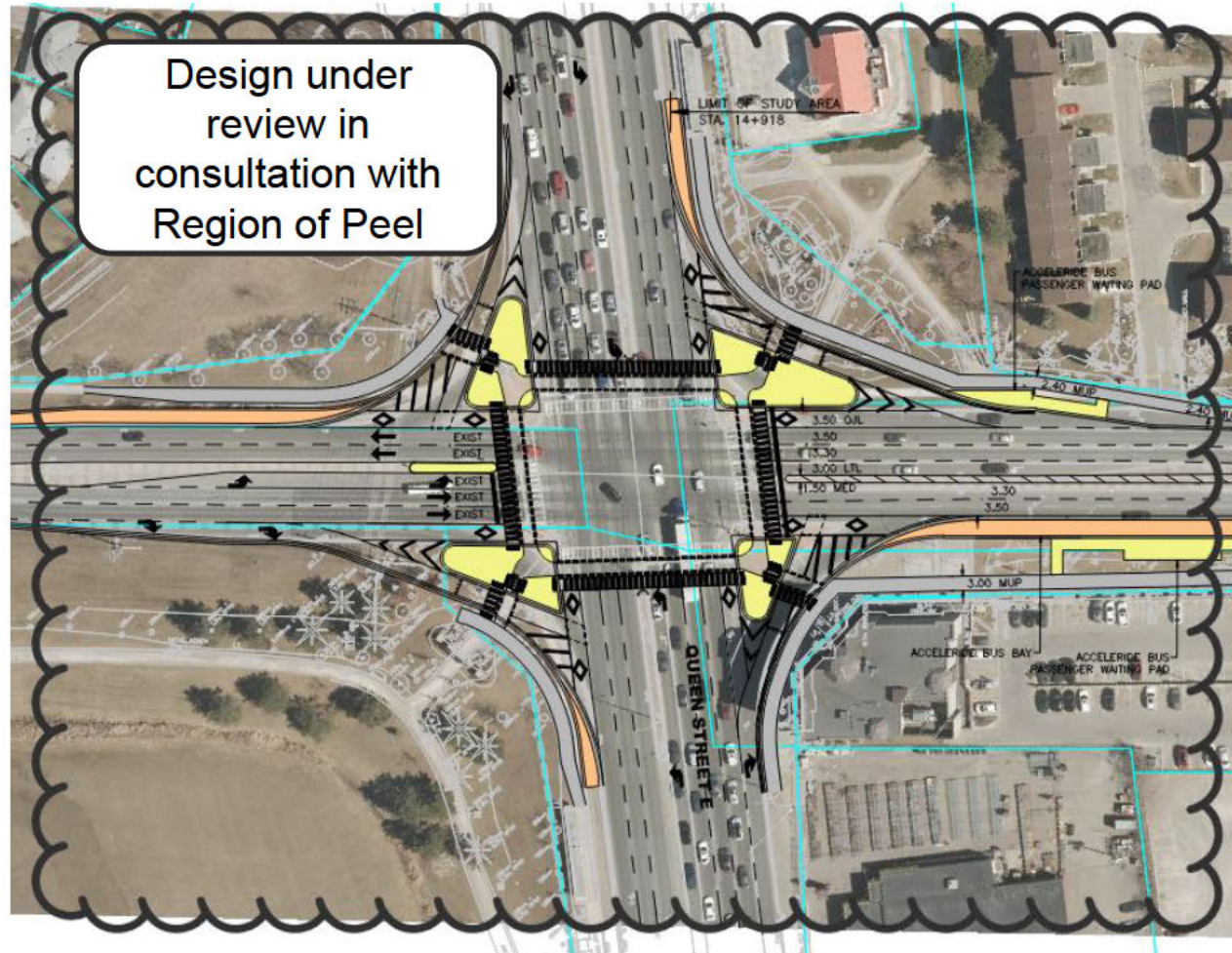
Preferred Alternative Design – Segment 3

From Steeles Ave to the Southern City Limits, Segment 3, the preferred design concept is **Active Transportation Facilities**.



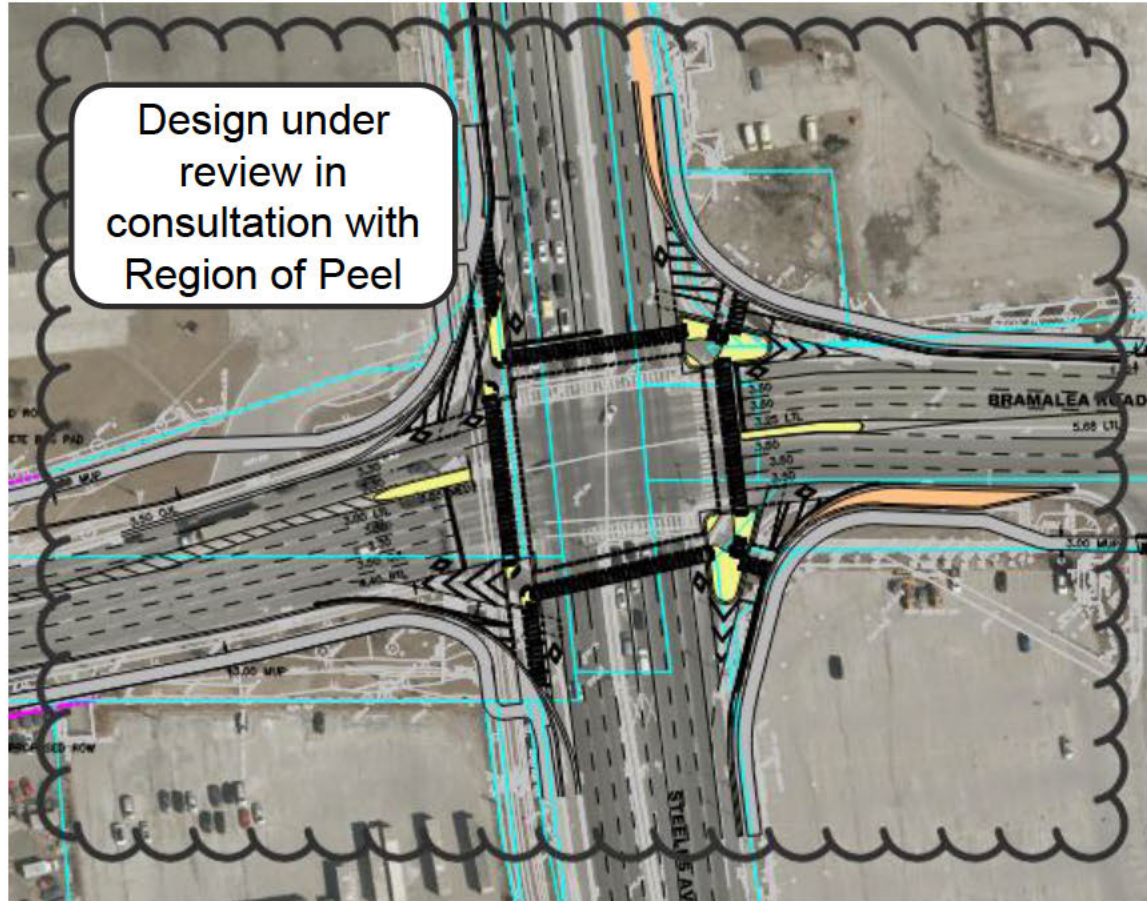
- Multi-Use Pathway
- Reduced driving lanes widths

Intersection Improvements – Queen Street East



- Multi-Use Pathway
- Reduced driving lanes widths
- Queue Jump Lanes
- Improved transit stops

Intersection Improvements – Steeles Avenue



- Multi-Use Pathway
- Queue Jump Lanes
- Reduced driving lanes widths
- Improved transit stops

Overall Preferred Alternative Design

In summary, the overall preferred alternative design for the Bramalea Road corridor is as follows:

Bramalea Road & Queen Street East Intersection

- Queue Jump Lanes with Bus Pads and Active Transportation Facilities (where possible)

Queen Street East to Dearbourne Boulevard (Segment 1)

- Active Transportation Facilities, Bus Pads

Dearbourne Boulevard to Steeles Avenue (Segment 2)

- Active Transportation Facilities, Continual Queue Jump Lanes with Bus Pads, Two-way Left Turn Lane

Bramalea Road & Steeles Avenue Intersection

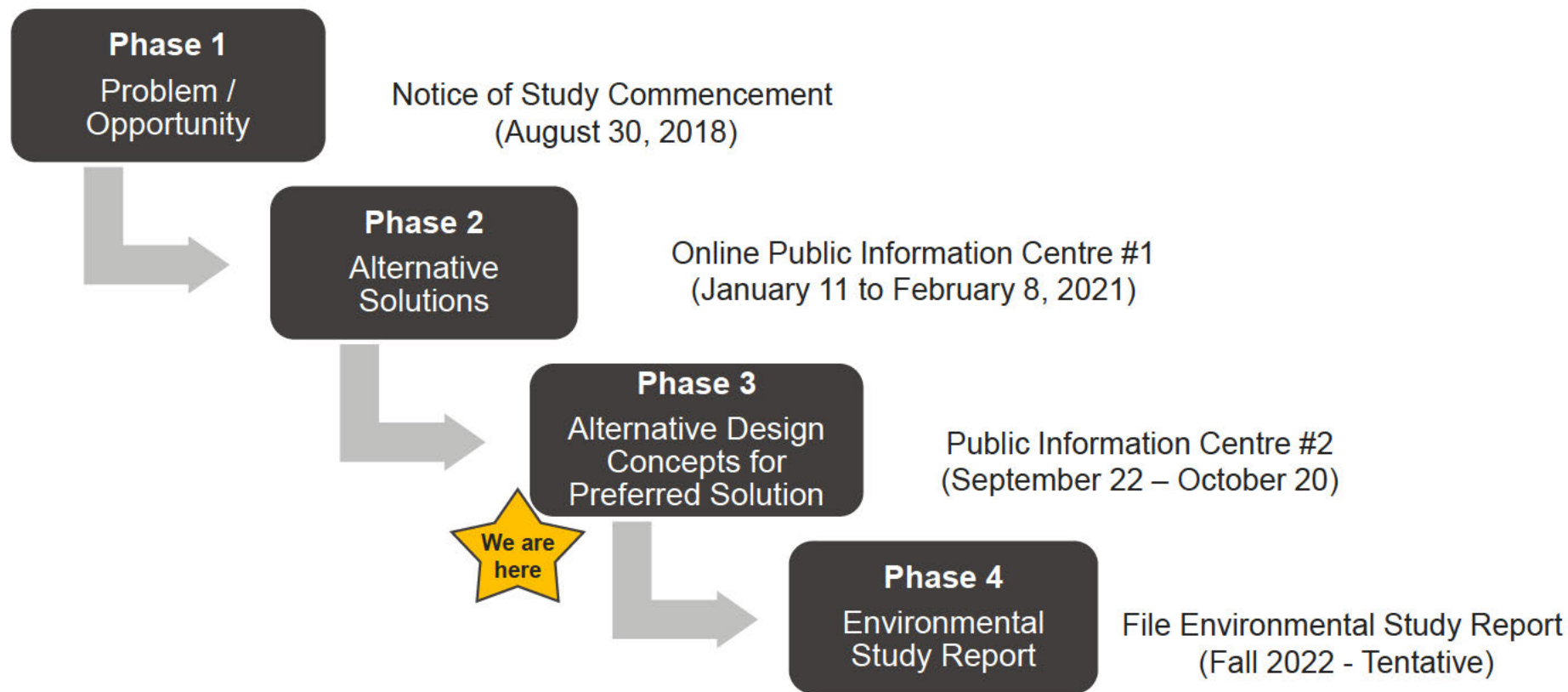
- Queue Jump Lanes with Bus Pads and Active Transportation Facilities (where possible)

Steeles Avenue to Southern City Limits (Segment 3)

- Active Transportation Facilities

Reduced lanes widths are being recommended throughout the corridor in all Sections

Study Schedule



Next Steps

- Review comments received
- Refine Recommended Design Concepts
- Develop Environmental Study Report (ESR)
- Notice of Study Completion (30-day public review of ESR)

Thank you for attending!

Please complete the online comment form or contact us by email or phone to share your thoughts by October 21, 2022.



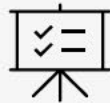
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Community Outreach



Direct Mail Notices



Public Information Centre



City of Brampton Social Media



Newspaper Notices



Agency Meetings



Stakeholder Group Meetings



For more information, visit us at: www.Brampton.ca/BramaleaEA



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Bramalea Road Improvements – Online PIC Presentation Script

SLIDE 1 (Introduction)

Welcome to the second Public Information Centre (PIC) for the Bramalea Road Corridor Improvements Municipal Class Environmental Assessment Study.

This study will assess the need for corridor improvements along Bramalea Road from Queen Street East to the South City limit (boundary with Mississauga), approximately 790m south of Highway 407.

Thank you for taking the time to follow along with this presentation and learn more about this study! Your input is valuable to us.

SLIDE 2 (Purpose of PIC 2)

The purpose of this PIC is to:

- Review the study process and background
- Summarize materials presented at the first Public Information Centre (PIC)
- Review the design components and evaluation process
- Present the preliminary preferred design
- Identify next steps in the study
- Obtain community feedback

You can learn more about the study by visiting Brampton.ca, and visiting the Bramalea Road Improvements Study webpage.

SLIDE 3 (Study Area And Objectives)

As shown on the map, the study area is located in the City of Brampton, along Bramalea Road. The study area extends 120m on either side of Bramalea Road and is bounded by:

- Queen Street East at the northern end of the study area; and
- The city limits at the southern end of the study area, which is approximately 790m south of Highway 407.

The Study Area along Bramalea Road is classified as a Minor Arterial Road with an approximate right of way width of 36m. The existing corridor consists of 4 general purpose travel lanes, with sidewalks on the east and west sides of the corridor, which become discontinuous south of Steeles Ave where the Bramalea GO Station is located.

The study objectives are to accommodate current and future transportation needs for all modes of travel, including pedestrian, cyclists, transit users and motorists.

SLIDE 4 (Study Process)

The Municipal Class Environmental Assessment process frames the planning and implementation of municipal infrastructure.

- Social, cultural and natural environments are considered during the study process, as well as community interests, agency requirements and unique project issues.
- This study is identified as a Schedule C project and will follow Phases 1 to 4 of the Municipal Class Environmental Assessment process
- Consultation is ongoing throughout the four phases, and we welcome your comments and feedback at any time during this study.

As you can see in the diagram on the right hand side, we are currently at the end of Phase 3. This presentation will provide an overview of the work completed to date, and solicit public feedback on the study process and schedule, alternative design concepts, impacts and mitigation measures, and the recommended design alternatives.

SLIDE 5 (Problems & Opportunities)

This study has identified the key deficiencies of the transportation corridor, specifically related to active transportation, transit, automobiles and goods movement. Due to the projected growth in travel demand, Bramalea Road is forecasted to experience congestion, and alternative modes of transportation would continue to be underutilized.

SLIDE 6 (PIC 1 Preferred Planning Solution)

To support future growth and travel demands within the City of Brampton, the following combination of alternative solutions were recommended at PIC 1 to allow flexibility to address the identified problems and opportunities:

- Transportation Demand Management, which are techniques to alter travel behaviour and assist in the management of transportation impacts, including options such as workplace commuter programs, rideshares and carshares
- Active transportation improvements (pedestrian and cyclists)
- Widen the northern portion of the corridor to accommodate transit queue jump lanes (Between Queen Street E and Dearbourne Boulevard)
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes and due to closely spaced intersections, queue jump lanes are extended throughout as continuous transit lanes (between the southern city limits and Dearbourne Boulevard)

The combination of alternative solutions will prioritize the needs for pedestrians, cyclists, transit *then* auto users, providing sufficient capacity for future growth and development in the City.

SLIDE 7 (PIC 1 Preferred Planning Solution)

This slide demonstrates graphically the modelled improvements to the levels of service for each of the various modes of travel. Specifically:

- Transit level of service is anticipated to improve slightly with the addition of the selected queue jump lanes, transit priority measures and improved bus stops
- Cycling level of service would improve greatly with the addition of a continual multi-use pathway along the corridor
- Pedestrian level of service would also improve significantly with the additional connection throughout the corridor, and improved intersection crossings
- Even though widening of the corridor with additional lanes is not being recommended, the level of service to the automotive and truck groups would remain relatively good.

This overall planning solution was carried forward as a balanced approach to the design alternatives phase.

SLIDE 8 (Development of Design Alternatives)

A set of Design Criteria was formulated as a basis for implementation throughout the corridor. These criteria were based on City, Regional and Provincial design standards.

Consideration was given to reducing the lane widths on Bramalea road based on feedback received at PIC #1. The reduction of the lane width will help influence the driver perception of a more confined driving space and would encourage a reduction in travel speed. In addition, the reduction of the lane widths will increase the width of the boulevards, making them more accommodating for the proposed active transportation users.

The team reviewed these criteria with the sensitivity of impacts to properties outside of the right-of-way and utilized constrained design criteria where required.

SLIDE 9 (Development of Design Alternatives)

Focus was given to the implementation of the following design alternatives based on the preferred solution:

- Queue Jump Lanes which provide additional capacity along the corridor, creating designated space for transit facilities. Queue Jump Lanes *approaching intersections* allow transit facilities to pull away from vehicular traffic at transit stops. *Continuous* Queue Jump Lanes provide designated lanes specifically for transit. Queue Jump Lanes require widening of the Bramalea Road corridor.
- Active Transportation Facilities – which includes a Multi-use Pathway on either side of the corridor to provide proper facilities for all users; pedestrians, cyclists, etc. The Multi-use Pathway will provide safe, comfortable facilities for active transportation, and will remove travelers from the general purpose lanes.

A combination of Queue Jump Lanes and Active Transportation Facilities was developed for consideration.

SLIDE 10 (Corridor Segments)

The study area along Bramalea Road from Queen Street East to the Southern City limits is approximately 4.3km in length. The corridor has various uses, ranging from residential areas, commercial uses, and overpass structures.

To understand the existing constraints and provide the best overall solution, we have separated Bramalea Road into three segments:

Segment 1 – Queen Street East to Dearbourne Boulevard

Segment 2 – Dearbourne Boulevard to Steeles Avenue

Segment 3 – Steeles Avenue to Southern City Limits

SLIDE 11 (Corridor Segment 1)

Segment 1 is from Queen Street East to Dearbourne Boulevard. This segment of Bramalea Road is approximately 2.4km, with existing sidewalks on both sides of the road. Key corridor constraints include:

- Residential infrastructure directly adjacent to the right-of-way
- Apartment buildings, and underground parking structures
- Secondary school

This segment has an existing multi-use pathway between Balmoral Drive and Dearbourne Boulevard.

SLIDE 12 (Corridor Segment 2)

Segment 2 is from Dearbourne Boulevard to Steeles Avenue. This segment of Bramalea Road is approximately 650m, with existing sidewalks on both sides of the road. Key corridor constraints include:

- Commercial / Industrial uses with several access points to Bramalea Road
- At-grade rail crossing (north of Steeles Ave intersection)
- A deflection in the alignment of Bramalea Road south of Orenda Road

SLIDE 13 (Corridor Segment 3)

Segment 3 is from Steeles Avenue to the southern City Limits. This segment of Bramalea Road is approximately 1.2km, with discontinuous sidewalks on both sides of the road. Key corridor constraints include:

- Parking infrastructure
- Industrial buildings
- Bramalea GO Station and railway infrastructure
- Overpass above rail lines
- Overpass over Highway 407

SLIDE 14 (Developing the Preferred Alternative Design)

Each road corridor concept has been evaluated using the factors shown on this slide, including:

- Technical considerations, which considers safety for all travel modes, traffic operations, utilities, transit service/facilities, bicycle and pedestrian facilities, and cost;
- Socio-Economic Environment, which considers land requirements/property impacts, existing and proposed developments/business operations, archaeological/cultural heritage resources, construction staging, community/urban design, and traffic/noise; and
- Natural Environment, which considers vegetation, climate change and air quality impacts.

Comments received from agencies, stakeholders and members of the public will also be considered during the evaluation of alternative design concepts.

SLIDE 15 (Technical Studies)

Technical studies are used to inform the evaluations and identify impacts of the proposed alternative solutions. The following studies have been/are being completed.

- Natural Environment Assessment
- Socio-Economic Environment
- Stage 1 Archaeological Assessment
- Built and Cultural Heritage Assessment
- Transportation and Traffic Multi-Modal Analysis
- Safety Assessment
- Stormwater Management Report
- Structural Assessment
- Hydrogeological Investigations
- Noise Assessment
- Air Quality Assessment
- Geotechnical Investigations

SLIDE 16, (Preferred Alternative Design – Segment 1)

The preferred alternative design concept for Segment 1 is to implement Active Transportation Facilities, reduce the driving lane widths, and implement improved transit stops. Queue Jump Lanes were considered at each of the intersections and were evaluated by the team to determine their benefit versus the impacts to the private properties. It was determined that the residential property impacts outweighed the localized benefit of the Queue Jump Lane, and the improvements focused on the implementation of active transportation and improved transit stop infrastructure within the existing right-of-way.

SLIDE 17, (Preferred Alternative Design – Segment 1)

The cross section of the preferred alternative design concept for Segment 1 shows the addition of the multi-use pathway on both sides and the reduced lane width.

Discussions are underway with the utility companies to determine the cost/benefit of maintaining overhead utility lines versus burying the infrastructure.

SLIDE 18 (Preferred Alternative Design – Segment 2)

The preferred alternative design concept for Segment 2 is to implement Queue Jump Lanes, Active Transportation Facilities, reduce the driving lane widths, and implement improved transit stops. Due to the closely spaced intersections, the Queue Jump Lanes run continually through this segment. The multi-use pathway and the reduced driving lanes are carried through this segment, and the continual dual left turn lane is proposed to maintain full access for the commercial properties. Some frontage and parking impacts may be required, though the right-of-way requirements have been condensed and minimized where possible.

SLIDE 19 (Preferred Alternative Design – Segment 2)

The cross section of the preferred alternative design concept for Segment 2 shows the addition of the multi-use pathway and queue jump lanes on both sides, and the reduced lane width on Bramalea Road. As noted for Segment 1, discussions are underway with the utility companies to determine the cost/benefit of maintaining overhead utility lines versus burying the infrastructure.

SLIDE 20 (Preferred Alternative Design – Segment 3)

The preferred alternative design concept for Segment 3 is to implement Active Transportation Facilities and reduce the driving lane width. This new multi-use pathway will connect Bramalea Road southerly to the City limits and connect to the existing sidewalks in Mississauga.

At the CN bridge, it is proposed to widen the existing sidewalk on the structure to implement the multi-use pathway by utilizing the wide shoulder. A barrier between the multi-use pathway and the adjacent road would be recommended to help improve safety.

Discussions are ongoing with the MTO/407 groups for the implementation of these same strategies over Highway 407.

SLIDE 21 (Intersection Improvements – Queen Street East)

The preferred alternative design for the intersection of Bramalea Road and Queen Street East is to implement Queue Jump Lanes with improved transit facilities and connect the new Active Transportation network to Queen Street East. There are ongoing discussions with the Region of Peel to confirm the geometrics of the intersection.

SLIDE 22 (Intersection Improvements – Steeles Avenue)

Similar to the intersection at Queen Street East, the preferred alternative design for the intersection of Bramalea Road and Steeles Avenue is to implement Queue Jump Lanes with improved transit facilities and connect the new Active Transportation network to Steeles Avenue. New crossings at the CN rail line will be required to provide safe pedestrian crossings. There are ongoing discussions with the Region of Peel to confirm the geometrics of the intersection.

SLIDE 23 (Overall Preferred Alternative Design)

In summary, the overall preferred alternative design for the Bramalea Road corridor is as follows.

- **Bramalea Road & Queen Street East Intersection**
 - Queue Jump Lanes with Bus Pads and Active Transportation Facilities (where possible) – Currently being finalized
- **Queen Street East to Dearbourne Boulevard (Segment 1)**
 - Active Transportation Facilities, Bus Pads
- **Dearbourne Boulevard to Steeles Avenue (Segment 2)**
 - Active Transportation Facilities, Continual Queue Jump Lanes with Bus Pads, Two-way Left Turn Lane
- **Bramalea Road & Steeles Avenue Intersection**
 - Queue Jump Lanes with Bus Pads and Active Transportation Facilities (where possible) – Currently being finalized
- **Steeles Avenue to Southern City Limits (Segment 3)**
 - Active Transportation Facilities

Reduced lanes widths are being recommended throughout the corridor in all Sections

SLIDE 24 (Study Schedule)

The Project Team has completed Phase 1 (Problem and Opportunity), Phase 2 (Alternative Solutions) and is currently at the end of Phase 3 (Alternative Design Concepts for Preferred Solution).

The Project Team will refine the alternative design concepts, and will include the recommended preliminary design in Phase 4 (Environmental Study Report (ESR)). The ESR will be made available for a 30-day public review period on the City of Brampton's website, which is tentatively scheduled for late fall 2022.

SLIDE 25 (Thank you/Next Steps)

Over the next several weeks, the Project Team will:

- Review and respond to comments received from agencies and members of the public;
- Confirm the design alternatives;
- Identify a recommended preliminary design; and,
- Develop the Environmental Study Report, anticipated for late fall 2022.

We encourage you to submit any comments or questions to the Project Team by October 21, 2022. You can use the comment form on the webpage for the PIC or email a member of the Project Team.

Thank you for following along with the presentation and for your interest in the Bramalea Road Improvements Municipal Class EA Study! Your input is important to us.

Appendix D

Contact	Date	Comment	Response Provided/ Status
Agency			
<p>Joseph Harvey Heritage Planner Ministry of Heritage, Sport, Tourism and Culture Industries 401 Bay Street, Suite 1700 Toronto, ON M7A 0A7 Joseph.harvey@ontario.ca</p> <p>Laura Hatcher Heritage Planner Laura.e.hatcher@ontario.ca</p>	<p>February 5, 2021</p> <p>Email</p>	<p>Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Online Public Information Centre for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage.</p> <p>Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. If any municipal bridges may be impacted by this project, we can provide additional screening documentation as formulated by the Municipal Engineers Association in consultation with MHSTCI.</p> <p>Project Summary The City of Brampton is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for improvements to Bramalea Road from Queen Street East to the south City limit.</p> <p>Identifying Cultural Heritage Resources While some cultural heritage resources may have already been formally identified, other may be identified through screening and evaluation. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.</p> <p>Archaeological Resources Our records indicate that a Stage 1 archaeological assessment has been submitted under Project Information Form (PIF), P1066-004802917 which is awaiting review.</p> <p>Archaeological concerns have not been addressed until reports have been entered into the Ontario Public Registrar of Archaeological Reports where those reports recommended that:</p> <ol style="list-style-type: none"> 1. The archaeological assessment of the project area is complete and 2. All archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through an avoidance and protection strategy. <p>Built Heritage Resources and Cultural Heritage Landscapes Slide 11, entitled Existing Conditions – Cultural Heritage, of the Ontario Public consultation package (Dated January 11th, 2021) notes that a cultural heritage assessment has been completed. We would appreciate receiving a copy of the cultural heritage assessment prior to the issuance of a notice of completion.</p> <p>Environmental Assessment Reporting All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects.</p>	<p>Email Response Sent April 8, 2021: Thank you for providing your letter dated February 5, 2021, MHSTCI ref: 0009641, for the above-mentioned City of Brampton project. The City of Brampton has retained Stantec Consulting Ltd. to complete the Municipal Class Environmental Assessment (MCEA) for the Bramalea Road Improvements from Queen Street East to the south study limit, in the City of Brampton. The project is complying with the approved planning process for a Schedule 'C' Municipal Class EA. The purpose of this letter is to respond to the interests raised with respect to the Archaeological, Built Heritage and Cultural Heritage resources, and how they will be addressed by this project. Screening and assessment of potential built heritage and archaeological resources will be completed as described below.</p> <p>Archaeological Resources: As noted in your letter, a Stage 1 archaeological assessment report has been submitted under Project Information Form (PIF) P1066-0048-2017, awaiting MHSTCI review. A Stage 2 archaeological assessment is recommended for portions of the study area which may impact an area of archaeological potential. The Stage 2 archaeological assessment will be completed by test pit survey, per Section 2.1.2 and 2.1.8 of the MHSTCI's 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011).</p> <p>Built Heritage and Cultural Landscape Assessment: Heritage resources, including built heritage and cultural heritage landscapes, will be discussed within a Cultural Heritage Assessment Report (CHAR) that will provide information for consideration in the evaluation of design alternatives as well as the understanding of project effects. Recommendations for future work will be based on the vicinity of each heritage resource to Project activities.</p> <p>The project also includes consultation with Indigenous communities to obtain information related to their interests. These elements will be incorporated into the Environmental Study Report (ESR) prepared at the conclusion of the project and made available for a minimum 30-day public review. If you require additional information regarding this project or have any other questions, please contact the undersigned.</p>

Contact	Date	Comment	Response Provided/ Status
		Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact Laura Hatcher.	
Laura Foley Planning Technician Hydro One 230 Bayview Drive Barrie, ON L4N 4Y8 705-797-4164 Zone8scheduling@hydroone.com	January 8, 2021 Email	I can confirm that there are Hydro One Networks Distribution assets within the area of your study. You are correct, they impact the south end of the study area. We have a Transmission Station (Bramalea TS) located at 7644 Bramalea Rd, Brampton, L6T 4Y5. Along Bramalea Rd, there are numerous Hydro poles (see teal squares in below map), 9 of which are owned by Hydro One, and the rest belonging to Alectra. There are also Transmission and Distribution lines running across Bramalea Rd (grey dotted and blue lines in first map). I will have a technician provide a formal markup, but thought I'd give you something to start with since you've been bounced around a bit.	Correspondence with Hydro One will continue throughout the study.
Zayo Utility.circulations@zayo.com Phil Arbeau Phil.arbeau@zayo.com	January 14, 2021 Email	Zayo does have existing plant in the area indicated in your submission (along the rail ROWs within CN structure, and at Queen/Bramalea). Please maintain standard clearances and we have no objection. Thank you.	Comments noted. No response required.
Hydro One Secondary Land Use Asset Optimization	February 2, 2021 Letter	Letter located in Appendix A. Thank you for sending us notification regarding (Bramalea Road Corridor Improvements Study). In our preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area (see map attached). At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project. In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning. Also, we would like to bring to your attention that should (Bramalea Road Corridor Improvements Study) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking. Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage	Impacts to be determined during the development and assessment of design alternatives. Correspondence with Hydro One will continue throughout the study.

Contact	Date	Comment	Response Provided/ Status
		<p>of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.</p> <p>If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.</p> <p>In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.</p> <p>Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.</p> <p>Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.</p> <p>We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com</p>	
	<p>Email PIC 2 October 26, 2022</p>	<p>Thank you for sending us notification regarding (Bramalea Road Corridor Improvements Study). In our assessment, we have confirmed that Hydro One has existing high voltage Transmission and Distribution facilities within your study area. At this time, we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.</p> <p>In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.</p> <p>Also, we would like to bring to your attention that should (Bramalea Road Corridor Improvements Study) result in a Hydro One station expansion or transmission line replacement and/or relocation, an</p>	

Contact	Date	Comment	Response Provided/ Status
		<p>Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking.</p> <p>Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.</p> <p>If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.</p> <p>In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.</p> <p>Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.</p> <p>Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.</p> <p>We reiterate that this message does not constitute any form of approval for your project. Please note that your project may require you to submit a Property Management Proposal (PMP) for Hydro One to fully assess the impact to our assets. To learn more about this process please visit Secondary Land Uses (hydroone.com)</p>	
CN Rail proximity@cn.ca Saadia Jamil Saadia.Jamil@cn.ca	June 23, 2022		Email June 23, 2022: The City of Brampton has initiated a Schedule ‘C’ Municipal Class Environmental Assessment (Class EA) for improvements to Bramalea Road from Queen Street East to the south City limit (see map). Your contact was provided by the City of Brampton; please let us know if another contact would be appropriate.

Contact	Date	Comment	Response Provided/ Status
			The City of Brampton has initiated a Schedule ‘C’ Municipal Class Environmental Assessment (Class EA) for improvements to Bramalea Road from Queen Street East to the south City limit (see map). Your contact was provided by the City of Brampton; please let us know if another contact would be appropriate.
			Email July 5, 2022: I just wanted to follow up on my email below in regards to scheduling a meeting with the City of Brampton and CN. If you have an alternate contact at CN that would be appropriate for us to reach out to, would you please be able to share their details? Once we make contact we can provide updated meeting times.
		Email July 5, 2022 – Julianne Mejaard: Please have all environmental assessment reports forwarded to proximity@cn.ca .	Email July 5, 2022: I’m happy to reach out to the proximity@cn.ca email address you’ve provided, but I’m wondering if you might also be able to share contact information for a staff member that’s located in this area as well? We just want to ensure that we are making contact with CN staff as soon as possible.
		Email July 5, 2022 – Julianne Mejaard: It is a highly monitored email address – unfortunately there is not one specific person that we would be able to name in this process at this time.	
			Email July 7, 2022 to proximity@cn.ca: Following-up on the attached email chain, I would like to kindly request that CN review their drawing records and if found, forward a copy of the as-built drawing for the road-over-rail structure located on Bramalea Road south of Steeles Ave in the City of Brampton. To date the City has been unable to locate this drawing in their records, indicating that these may reside with CN. If there is any information on your that could be provided to help the project, it would be greatly appreciated. We hope to send out some potential dates for a meeting regarding this Municipal Class EA early next week.
			Email Sent August 16, 2022 I wanted to follow-up on the below email request for information. We have some availability this week and next to meet with you should you wish to discuss the project in more detail prior to a technical agency meeting being scheduled for the beginning of September. Please let me know if you would like to discuss the information previously sent prior to September.
			Email Sent October 13, 2022: Subsequent to the below, we have made a number of attempts to correspond with CN through the provided email address, including: -Notice of PIC #2 (September 22, 2022)

Contact	Date	Comment	Response Provided/ Status
			<p>-TAC Meeting #2 Agenda (September 7, 2022) -TAC Meeting #2 Invite (August 19, 2022) -Information Request (Email) (August 16, 2022) -Information Request (Email) (July 7, 2022)</p> <p>To date, we have not received any reply. Is CN willing to engage in the City's environmental assessment at this point? Our second PIC is currently live (www.brampton.ca/bramaleaea) until Friday, October 21. As this project crosses a CN owned track at the Bramalea GO station, and a small spur line on the north leg of the Bramalea Road and Steeles Ave intersection, we would greatly appreciate the opportunity to discuss the proposed improvements with CN prior to issuing the ESR at the end of the year. Please let me know if there is someone we can correspond with and have a discussion.</p>
		<p>Email Response October 13, 2022: Apologies for the delay in response as we are experiencing a high volume of requests. Can you please forward the link with supporting documents on this matter as the one sent below is not working. We will be providing comments on the matter as soon as possible.</p>	<p>Email Sent October 13, 2022: Thanks for the reply. I have included the direct link here: (www.brampton.ca/bramaleaea). If the link continues to not work due to email protection, the information can be found on the City of Brampton's website, and searching "Bramalea Road EA". We can also set up a One Drive folder with the information if you prefer.</p> <p>Also, with the history of the project, we are happy to set up a meeting with you to walk you through the proposed improvements. Please let me know once you have had a chance to review the material.</p>
		<p>Email Response October 13, 2022: Thank you for the updated link. The matter has been forwarded to our EA Review team and we have also outlined the request for a meeting.</p>	<p>Email Sent November 7, 2022: Thanks for this confirmation.</p> <p>Would Xiaoyi also be the one who we can contact to discuss CN's input into the inclusion of the proposed MUP across the structure? We are completing the draft Environmental Study Report as would like to include your agency's input into the project.</p>
		<p>Email Response Monday November 14, 2022: To discuss the input of a MUP on the overpass structure on Bramalea Rd, there will be both Design & Construction and Bridges & Structures group that will be involved to review the drawings, and provide comments as needed.</p> <p>The drawings will reviewed by D&C first, and subsequently given to B&S group.</p> <p>Is there any preliminary / concepts drawings generated? What is the tentative timeline for delivery?</p>	<p>Email Sent November 14, 2022: I have uploaded the concept plan drawings to the following OneDrive folder for review: CN_plans. I have included the roll plan of the entire project limits, and a file separating this design into individual sheets. See sheet 11 for the CN crossing location. I have also included a conceptual cross section of the structure showing the proposed changes.</p> <p>This project is currently at the final stages of Phase 4 of the Municipal Class EA process and the Environmental Study Report (ESR) is to be issued in the coming weeks. We would appreciate the opportunity to incorporate your comments prior to the release of the ESR if possible. These can relate to the proposed design and/or commitments needed to carry forward into the design phase.</p> <p>Please reach out if you have any questions. We are more than happy to set up a call with you to discuss as well.</p>
Jeff Booker 407 ETR jbooker@407etr.com	July 12, 2022 Email	<p>Email Response July 12, 2022: A bridge cross section is not adequate for a meaningful review.</p> <p>407 ETR will require a plan view as well. showing lane widths , shoulder widths, taper/ramp lanes, taper lane distances, side</p>	<p>Email sent July 5, 2022: Following on our previous discussion and through progression of the project design, we have compiled the proposed interim four lane structure cross section using the existing structure platform, and the ultimate six lane structure cross section which would require structural widening. It is proposed as part of the Municipal Class EA</p>

Contact	Date	Comment	Response Provided/ Status
		<p>clearances, etc. throughout the whole 407 ETR controlled access corridor.</p> <p>407 will also require a draft design criteria for the project.</p> <p>A couple of initial comments.</p> <ul style="list-style-type: none"> As this is an interim solution. Has a MUP been considered for only side of the structure ? Based on the bridge cross section provided . It will be a requirement to raise the structure barrier wall if a MUP is being implemented. The current barrier wall heights on the structure do not meet MUP or Bridge code requirements . 	<p>that the interim configuration of widening into the existing shoulder be implemented until such time as warrants are met to widening Bramalea to 6 lanes at the structure, when the City would be required to remove the MUP and widen the structure prior to reinstating the MUP.</p> <p>Please review and let us know your comments by July 22. We will then progress the project with these recommendations, at which time you will have another chance to review and comment ahead of PIC#2 scheduled for the fall.</p>
Emma Benko Toronto Region Conservation Authority Emma.benko@trca.ca	October 4, 2022 Email	Thank you for including TRCA staff in the PIC #2 circulation. Staff have no comments, we look forward to reviewing the technical studies.	Email Response October 4, 2022: Thanks Emma, sure we will provide you with the SWM report when ready.
Jeffrey Reid City of Mississauga Jeffrey.reid@mississauga.ca	September 16, 2022 Email	<p>Thank-you for providing the City of Mississauga the opportunity to review and comment on the Bramalea Road improvements.</p> <p>Below are comments regarding active transportation facilities.</p> <p>There are no existing cycling facilities along Bramalea Road (from the Mississauga city limit to the south). Bramalea Road is identified in the City's Cycling Master Plan to receive a multi-use trail, from the northern city limit to Derry Road E. However, this corridor is not yet scheduled for a year as part of our Cycling Capital Program. In the City's Pedestrian Master Plan, Bramalea Road (south of Derry Road E) is identified as “low priority” to receive pedestrian infrastructure. A sidewalk on one side of Bramalea Road, south of Derry Road E has been identified to be implemented as part of a nearby development. The existing pedestrian facilities along Bramalea Road are noted below.</p> <p>West side</p> <ul style="list-style-type: none"> Curb facing (2.0 m) sidewalk from City limit to 7370 Bramalea Road. In-boulevard (1.5 m) sidewalk from 7370 Bramalea Road to Derry Road E. No pedestrian infrastructure from Derry Road E to southern road limit. <p>East side</p> <ul style="list-style-type: none"> Curb facing (2.0 m) sidewalk from City limit to 7355 Bramalea Road. In-boulevard (1.5 m) sidewalk from 7355 Bramalea Road to Drew Road. Curb facing (1.5 m – 2.0 m) sidewalk from Drew Road to Logistics Drive. Asphalt boulevard (2.0 m) from Logistics Drive to Derry Road E. No pedestrian infrastructure from Derry Road E to southern road limit. <p>The City of Mississauga does not have any concerns regarding the proposed multi-use trail (both sides) of Bramalea Road as part of the City of Brampton's Bramalea Road EA Study.</p> <p>Can I request that the City of Mississauga continue to be informed with the project as it progresses, as well as the project timelines.</p>	

Contact	Date	Comment	Response Provided/ Status
Metrolinx Derek Brunelle Project Manager – Third Party Projects Review Derek.Brunelle@metrolinx.com	October 21, 2022 Email	Please let me know if you have any questions or concerns. At this time, comments from Metrolinx are as follows: 1. With regards to the Steeles-Bramalea intersection: Metrolinx has property along the south-west area. Please ensure that Metrolinx is copied on future iterations to ensure that there are no impacts to our lands. Further, Metrolinx may require agreements for works occurring adjacent to this space. 2. For the rail overpass section: please note that Metrolinx and CN will require flagging and other protective measures during construction.	No response required.
	January 8, 2021 Email	I noticed a post from Councillor Williams about the January 11th to February 8th online PIC. Will this information be added to the brampton.ca/BramaleaEA website? (it points to here https://www.brampton.ca/EN/residents/Roads-and-Traffic/Pages/road-works-details.aspx/280/Bramalea-Road) I don't see the PIC information/Public Notice on this site. Also, can you please add me to the mailing list for this EA? Some of the other pages have a documents section where all documents are added. Will this be done for the Bramalea EA so that the Public Notice can be added?	Email Response Sent January 8, 2021: Thank you for reaching out to us. The website provided on the notice is correct, however, the content for the PIC #1 which includes PIC slides, a narrated video and a comment form will be live as of January 11th to February 8th for the public to view and comment on. I have attached a copy of this notice as well for your reference. If you have any question on the material posted related to the PIC, please fill in the comment form (starting Jan 11th) and we will be providing a written response to any of your inquiries. In addition, your contact information will be added to our mailing list going forward. Email Response Sent January 8, 2021: Thanks for reaching out and your interest in this project. You are correct in that the information for the PIC will be posted on the City website under brampton.ca/BramaleaEA starting on Monday, January 11. See attached PIC notice for your information. Additional project information will also be posted to the website for public review as the project progresses. We have also added you to our mailing list and you will receive subsequent project notices. If you have any questions in the meantime, please feel free to reach out to the team and we will be happy to discuss.
	February 18, 2021 Email	I'm writing regarding widening project for Bramalea Road. I live on _____ I can see there is a lot of traffic going south in the morning and north during afternoon. My concerns are noise and air pollution. We can hear traffic noise from the 407, Torbram and Bramalea Roads. We have soot on our outdoor table that we wipe up before every use. What will be in place to absorb sound and pollution from the increased traffic from expansion? I think hundreds of trees should be planted east and west of Bramalea to help with noise and air pollution. High walls are not enough (Dixie Road). Thank you for your consideration	Email Response Sent February 18, 2021: Thank you for reaching out to us regarding your inquiry for Bramalea Road Improvement project. Review of air quality and a noise assessment review is part of the scope of this project and the findings will be presented in the future Public Information Centre (PIC) #2 (date has not been determined yet). We recently held the PIC #1 to present the alternative solutions in which widening to 6 general purpose lanes was not recommended, currently we're in the process of establishing alternative designs that will be presented at PIC #2.

Contact	Date	Comment	Response Provided/ Status
			Please visit our project website for any updates and further development at: https://brampton.ca/bramaleaEA
	February 12, 2021 Email	Once everything is finalized, what is the estimated starting construction year for Bramalea Road extension?	<p>Email Response Sent February 16, 2021: As per City's 10 Year Roads Capital Program, the stretch from Queens to Steeles is scheduled for 2026. Although the figure references a widening of Bramalea Road to 6 lanes, that was for funding estimation purposes only. This study will determine the recommended solution for the Bramalea corridor.</p> <p>Please let me know if you have any other questions.</p>
		March 24, 2022 Email	<p>I'm part of the project team for a proposed residential condominium development at the south-west corner of Avondale Blvd / Bramalea Rd / Dearbourne Blvd.</p> <p>As part of the comments that we received on our first submission we were directed to contact the team conducting the EA for Bramalea Road to see what if anything we need to include in our transportation assessment from your work.</p> <p>The project website didn't have any details about the future design of the road; was hoping that you two could provide us with more detail. I see that the 3 most likely scenarios are: improvements to TDM measures, queue jump lanes, and enhanced AT infrastructure. Do you have more details on what these scenarios would entail at our location?</p>
		June 15, 2022 Email	<p>I just wanted to follow up on the information that you provided me with regarding the Bramalea EA. You provided some screenshots of the current design at the intersection of Avondale Road / Bramalea Road. (our project is the proposed residential condominium at 80 Bramalea Rd, the south-west corner of Bramalea Rd / Avondale Rd). Our architect is looking to get a hold of CAD files for this as the small changes in the ROW do have an impact on our building design. I realize that it may not be possible to release much of the data however, even just the information related to the curb and boulevard on the west side of Bramalea Road across our frontage would be beneficial.</p> <p>In addition to whatever CAD information you are able to provide I just wanted to better understand the proposed changes to the roadway. Let me know if the points below are correct or not:</p> <ul style="list-style-type: none"> • No additional general purpose lanes; • The queue jump lanes will be for transit and right-turning vehicles only. <p>Queue jump lanes are being recommended for the short section between Avondale Rd and Steeles Ave, what improvements are being considered outside of this segment?</p>
		June 28, 2022 Email	<p>Just wanted to follow up on the request for the CAD of the proposed ROW and curb? Are architects are still looking for this to allow them to finalize our latest designs for submission.</p> <p>At the very least we're looking for the information for our side (westside) of the road.</p>

Contact	Date	Comment	Response Provided/ Status
or	January 28, 2022 Email	We are the purchasers of Road. I was looking at your Environmental Assessment Study (attached). Can you please explain how much space you would need if the widening occurred to 6 lanes? Would this affect our property.	Email Response January 28, 2022: The preliminary design for Bramalea Road is not yet finalized until the EA is filed at which point any property impacts will be identified and all properties impacted will be notified in advance. At this point, based on the current design which is subject to further changes, I don't foresee any impacts to your property. In addition, Gord is no longer overseeing this project from Stantec, I've copied Isaac for any future communication. Your contact info will be added to our distribution list and you will be notified of further advancements on the EA.
	October 26, 2022 PIC 2 Email	I would like to comment on the recent presentation for the Bramalea Road corridor improvements. I use Bramalea Road almost daily as I commute to the GO Station and I have family in the D section, and shop in the area. I use the road as a car driver, as well as a passenger on both GO and Brampton transit. These are my concerns: 1. Width of lanes – I was a passenger in the #36B double decker GO bus on Tuesday, September 6 th when we were side swiped by a truck travelling south on Bramalea Road at 6 am, just outside the new entrance to the GO station. That truck removed the driver side mirror from the passenger bus and kept going on its merry way. These transit buses are wide. If you decide to narrow the lanes to force drivers to be more cautious, how can you guarantee the safety of passengers and drivers from more incidents like this? 2. Queue jump lanes for transit – will these lanes result in separate traffic signals for transit? My concern revolves around cars wanting to turn right on red in this situation, either colliding with the transit, or injuring pedestrians crossing on a green because they can't see the pedestrians	Email response October 24, 2022: Thank-you for participating in the Bramalea Road Improvements EA study and for providing your input. From your comments, I understand that you have concerns with the proposed improvements and how it relates to transit usage. Our project team included staff from the Brampton Transit, who provided input into the proposed lane widths. It was their recommendation to implement the wider 3.5 m outside lane for the buses compared to using the narrower 3.3 m lane. For the intersection locations with proposed queue jump lanes, you are correct that transit priority signals will be used. We are happy to discuss things further if you like, or to discuss any additional comments that you may have.
Comment Form			
1. How often do you currently travel along Bramalea Road from Queen Street East to southern city limits (by any mode of travel)? 2. How often do you currently take transit along Bramalea Road from Queen Street East to southern city limits? 3. What are your concerns relating to Bramalea Road from Queen Street East to southern city limits? Please select all that apply. 4. Do you agree with the Problems and Opportunities identified for the Bramalea Road corridor between Queen Street East and the southern city limits? 5. Do you agree with the Preliminary Preferred Alternative Solution for the study corridor? 6. Please share any comments you may have related to the Bramalea Road Municipal Class Environmental Study: 7. What is your preferred way to receive updates relating to the Bramalea Road Environmental Assessment Study? 8. Please provide your name and phone number 9. Please provide your name and email address 10. Please provide your name and mailing address (including postal code)			
Anonymous	January 8, 2021	1. A few times per week 2. A few times per month 3. Safety issues; Lack of sidewalks (south end);Lack of cycling facilities; Risk of collisions; Lack of transit connections; Lack of street trees and landscaping; 4. No	Comments noted. No contact information provided. No Response Required.

Contact	Date	Comment	Response Provided/ Status
		5. No 6. We don't need more road widening. We need more sidewalk and bike lanes and safer intersections. Take out a car lane and use it for transit. 7. Checking the website on my own	
	January 11, 2021	1. A few times per month 2. Never 3. Traffic Delays / Congestion; Road condition (driving surface, potholes, flooding, cracks); 4. Yes 5. Yes 6. we are against 6 lanes through entire bramalea road, agree partially with widened areas for transit[queue jumps]...it seems extravagant to move a secondary school and other buildings when an alternative is available.also it seems widening torbram road would be better alternative 7. By email	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Constraints along the Bramalea Road corridor have been identified and taken into consideration during the evaluation of alternative solutions. The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none"> • Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) • Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 11, 2021	1. Daily 2. Rarely 3. Road condition (driving surface, potholes, flooding, cracks);Please don't widen to 6 lanes, repair surface only. there are NO so much traffic. save money for another location ; 4. No 5. No 6. Please don't widen to 6 lanes, repair surface only. there is NO so much traffic. save money for another location. also if widen the speed limit will be raised, will bring so many noises 7. by email	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none"> • Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) • Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne

Contact	Date	Comment	Response Provided/ Status
			<p>Boulevard), queue jump lanes extended throughout as continuous transit lanes</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, appropriate speed limits will be determined. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 11, 2021	<ol style="list-style-type: none"> 1. A few times per week 2. Rarely 3. Lack of street trees and landscaping; 4. Yes 5. Yes 6. Do not widen Bramalea Road to 6 lanes. It will negatively impact the residents who butt-edge to Bramalea Road. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none"> • Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) • Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to residents adjacent to the corridor will be considered, along with completion of a noise assessment. The results, and evaluation of alternative designs will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>

	Date	Comment	Response Provided/ Status
	January 11, 2021	<ol style="list-style-type: none"> 1. Daily 2. Daily 3. Traffic Delays / Congestion;Lack of sidewalks (south end);Road condition (driving surface, potholes, flooding, cracks); 4. Yes 5. Yes 6. NA 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 11, 2021	<ol style="list-style-type: none"> 1. A few times per week 2. Rarely 3. Traffic Delays / Congestion;Lack of sidewalks (south end);Risk of collisions;Lack of street trees and landscaping; 4. No 5. No 6. NA 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
Ryan	January 11, 2021	<ol style="list-style-type: none"> 1. Daily 2. Rarely 3. Lack of sidewalks (south end);Road condition (driving surface, potholes, flooding, cracks);Lack of street trees and landscaping; 4. No 5. Yes 6. NA 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours</p>

Contact	Date	Comment	Response Provided/ Status
			<p>in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 12, 2021	<ol style="list-style-type: none"> 1. Daily 2. A few times per month 3. Traffic Delays / Congestion; Safety issues; Lack of sidewalks (south end); Lack of cycling facilities; Risk of collisions; Road condition (driving surface, potholes, flooding, cracks); Lack of street trees and landscaping; 4. Yes 5. Yes 6. I think you've come to a great solution. The only things I would add is to have the transit lanes physically separated and the cycling infrastructure also physically separated in the section south of Dearborne. Also continuous sidewalks from Steeles south to the city border. North of Balmoral to Queen I would widen the sidewalks due to pedestrian traffic. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. The results, and evaluation of alternative designs will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 12, 2021	<ol style="list-style-type: none"> 1. Daily 2. Never 3. Traffic Delays / Congestion; 4. No 5. No 6. Bramalea currently has heavy truck traffic while Torbram has heavy truck traffic banned. Torbram has industrial lands from Steels to North Park where Bramalea is residential from Dearborne to Country Side there is no logic associated with this situation. 7. By Email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The project team is aware of the existing designated truck routes and by-laws permitting heavy truck traffic on Bramalea Road north between Mayfield Road and East Drive, which will remain unchanged upon project implementation. The improvements to Bramalea Road will prioritize the needs for pedestrians, cyclists, transit then auto users, providing sufficient capacity for future growth and development in the City.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any</p>

Contact	Date	Comment	Response Provided/ Status
			comments, questions and/or concerns, please don't hesitate to contact us.
	January 14, 2021	<ol style="list-style-type: none"> 1. A few times per month 2. Never 3. Traffic Delays / Congestion; Safety issues; Road condition (driving surface, potholes, flooding, cracks); 4. Yes 5. Yes 6. NA 7. Checking website on my own 	Comments noted. No contact information provided. No Response Required.
	January 14, 2021	<ol style="list-style-type: none"> 1. Rarely 2. Rarely 3. Safety issues; Lack of cycling facilities; Risk of collisions; Lack of street trees and landscaping; 4. Yes 5. Yes 6. NA 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to trees within the right of way will be determined, and landscaping opportunities will be considered. This evaluation will be presented at the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 15, 2021	<ol style="list-style-type: none"> 1. A few times per week 2. Rarely 3. Traffic Delays / Congestion; Risk of collisions; Slow access to Go station; 4. Yes 5. Yes 6. At the very least, an extra lane south bound ease the bottle neck entering Bramalea Go station which messes up the entire neighbourhood. 7. Checking website on my own 	Comments noted. No contact information provided. No Response Required.

Contact	Date	Comment	Response Provided/ Status
	January 18, 2021	<ol style="list-style-type: none"> 1. A few times per week 2. Never 3. Traffic Delays / Congestion; Road condition (driving surface, potholes, flooding, cracks); 4. Yes 5. Yes 6. I hope any trees that will be affected will be replaced and if possible to add more trees and landscaping in the area. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Trees within the right-of-way have been assessed by a certified arborist. Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to trees within the right of way will be determined, and opportunities to add trees and landscaping will be considered. The results, and evaluation of alternative designs will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 18, 2021	<ol style="list-style-type: none"> 1. Never 2. A few times per week 3. I do not have any concerns; 4. No 5. Yes 6. I don't believe there's room to construct 6 lanes plus sidewalks for walking. It will also have the feel of a highway going through a primarily residential neighbourhood. I am also very concerned about noise pollution and even more so air pollution. I prefer the idea of the bus queue jump lanes. That totally makes more sense to me. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none"> • Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) • Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to adjacent residential properties will be considered, and a noise assessment will be completed. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you</p>

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			will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.
	January 18, 2021	<ol style="list-style-type: none"> 1. A few times per month 2. Rarely 3. Safety issues;Risk of collisions;Road condition (driving surface, potholes, flooding, cracks);Long Term Capacity Concerns;Traffic Delays / Congestion; 4. No 5. No 6. there is very little "natural land" (meadow?) in the study area. It is important to conserve what is left. 7. By email 	<p>Email response sent March 5, 2021: Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Trees within the right-of-way have been assessed by a certified arborist. Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to trees within the right of way will be determined, and opportunities to add trees and landscaping will be considered. The results, and evaluation of alternative designs will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 20, 2021	<ol style="list-style-type: none"> 1. Rarely 2. Rarely 3. Safety issues;Risk of collisions;Road condition (driving surface, potholes, flooding, cracks);Long Term Capacity Concerns;Traffic Delays / Congestion; 4. No 5. No 6. I believe the Preliminary Preferred Alternative Solution has been rendered wholly insufficient by other factors The major factor is the significant planned increase to Kitchener Line service at Bramalea GO, which is going to require a capacity increase for Bramalea GO, in excess of 8k per hour, I believe the proposed solution is insufficient. Additionally, with the Queen Street BRT continuing to move forward, it makes sense to extend it along North South routes as BRT where possible. I believe turning Bramalea Road from Queen to at least Steeles into a BRT line, with dedicated lanes is the most appropriate solution to capacity needs, as I do not believe other solutions are capable of providing sufficient capacity. 7. By email 	<p>Email response sent March 5, 2021: Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>BRT routes referenced in this study were derived from approved key planning documents, such as the Metrolinx 2041 Regional Transportation Plan (RTP), and the City of Brampton Transportation Master Plan. Changes to these routes are outside of the scope of this study. Please direct comments or concerns regarding BRT to transit@brampton.ca.</p> <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you</p>

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	March 5, 2021	I don't recall the exact terminology I used, but I was not talking about a BRT like in the RTP, I was talking about making the corridor transit focused with dedicated lanes. Metrolinx has approved and currently has high frequency GO service to Bramalea GO in delivery. How is the travel demand to Bramalea GO in light of the improved GO service being modeled?	<p>Email response sent March 15, 2021: The City of Brampton Transportation Macro model was used as the basis for the transit trip increases in the analysis. Using the City's model and the horizon year of 2041, the analysis included an increase of approximately 30% compared to the existing condition trips.</p> <p>The study is recommending to widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) due to the number of corridor constraints and property requirements. The study is also recommending to widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), and queue jump lanes extended throughout as continuous transit lanes.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, appropriate speed limits will be determined. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p>
	January 21, 2021	<ol style="list-style-type: none"> 1. Rarely 2. Never 3. Traffic Delays / Congestion; Safety issues; 4. Yes 5. Yes 6. NA 7. Checking the website on my own 	Comments noted. No contact information provided. No Response Required.
	January 23, 2021	<ol style="list-style-type: none"> 1. A few times per month 2. Never 3. Traffic Delays / Congestion; Safety issues; Risk of collisions; Road condition (driving surface, potholes, flooding, cracks); Lack of street trees and landscaping; Are there any benches for pedestrians? I don't remember.; 4. Yes 5. Yes 6. Unless you can get businesses to relocate, the area from East Dr south to the Mississauga border is a write-off for pedestrians and cyclists. Heavy truck traffic turns south on Bramalea from East Dr which increases congestion and damages the road. From Queen to East Dr, it would be nice to have benches for pedestrians. The pathways should be widened into multi-use. Perhaps if there's room, a small pond could be added somewhere. 7. By email 	<p>Email response sent March 5, 2021: Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. This evaluation will be presented as</p>

Contact	Date	Comment	Response Provided/ Status
			<p>part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
	January 24, 2021	<ol style="list-style-type: none"> 1. Daily 2. Never 3. Traffic Delays / Congestion; Safety issues; Risk of collisions; Road condition (driving surface, potholes, flooding, cracks); 4. Yes 5. No 6. Monarch habitat should not be touched. We don't need to lose anymore Greenspace! GENERAL COMMENTS: Please do NOT add bike lanes to Bramalea Road! It's hard enough to drive this stretch during rush hour with 2 lanes both ways. If you want to add a space for bikes, create their lane above the road level beside the sidewalk. Sidewalks to GO Station would be beneficial. Accommodate bikes to the GO station station, but WITHOUT penalizing drivers! One of Bramalea's selling points for real estate is its location, close to highway access and major roadways. Don't hogtie those who must drive to work, medical appointments, etc who relying easy access to the 400-series highways! Personally, I think all of the bikelanes that reduce car traffic flow are a waste of taxpayers' money! Has the population in the area been surveyed regarding their potential use of bike lanes? Sidewalks are already in place; add mixed use pathway from Dearbourne/Avondale to GO. Don't forget that few, if any, people would use a dedicated bike lane October to April. How will you deal with the traffic bottle neck where proposed 6 lanes reduce to 4 at Dearbourne/Avondale? (Review traffic flow northbound Dixie at Queen for the insanity drivers will be dealing with.) There is no need to reduce speed to under the existing 60 kmph unless you want to further inconvenience drivers. The changes to roads and the loss of full driving lanes for bike use is just one more reason this original citizen of Bramalea is ready to move out of Brampton! 7. Checking the website on my own 	<p>Comments noted. No contact information provided. No Response Required.</p>
		<ol style="list-style-type: none"> 1. Daily 2. Never 3. Traffic Delays / Congestion; Road condition (driving surface, potholes, flooding, cracks); Lack of street trees and landscaping; 4. Yes 5. Yes 6. NA 7. By Email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit,</p>

Contact	Date	Comment	Response Provided/ Status
			<p>Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>Please note the next phase of the study will assess design alternatives to determine the configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, impacts to trees within the right of way will be determined, and landscaping opportunities will be considered. This evaluation will be presented at the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
		<ol style="list-style-type: none"> 1. Daily 2. Never 3. Safety issues;Lack of sidewalks (south end);Lack of cycling facilities;Risk of collisions;Lack of street trees and landscaping;The potholed section south of Avondale is slated to be resurfaced in 2021.; 4. Yes 5. Yes 6. A number of documents are cited as consideration material for this study. The question is how much weight are you considering giving to the Vision Zero declaration or the Brampton Active Transportation Master Plan? I am seeing the plan ending around the intermodal terminal. Is there communication with the city of Mississauga to carry on preferred infrastructure on their section of Bramalea Road? Absolute priority is safe transit, and active transportation access to the Bramalea GO terminal. I hope you will be working with all stakeholders in this regard. As it stands now, traffic calming measures are needed in the section from Avondale north to Queen. South of Avondale, to Steeles could benefit from a more sophisticated co-ordinated traffic signal system. One of the engineering challenges on this entire stretch of road is various width allowances and elevation differences. With reference to Vision Zero, will you consider the use of a roundabout application any where along this route (for example at Balmoral)? Is there consideration as to how much the railway spur line north of Steeles is actually used? Is the jump queue bus lane system replacing an indented bus stop with no acceleration lane in modern traffic design? At one point in the video presentation, does the narrator say there will be no truck traffic allowed above Steeles? I probably have more questions, but I can't think of them right now. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Additionally, the next phase of the study will individually assess each intersection to determine the best suited improvements to the intersection.</p> <p>The project team is aware of the existing designated truck routes and by-laws permitting heavy truck traffic on Bramalea Road north between Mayfield Road and East Drive, which will remain unchanged upon project implementation.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you</p>

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			will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.
		<ol style="list-style-type: none"> Daily Rarely Traffic Delays / Congestion; Safety issues; Risk of collisions; No No This is an extremely busy road during rush hour (don't use COVID times as a baseline). Having to navigate it during rush hour is frustrating to say the least and removing vehicle lanes is only going to congest the road even more. If you're going to do anything start using the right of ways but keep the lanes for regular cars. By letter mail 	Comments noted. No contact information provided. No response required.
		<ol style="list-style-type: none"> Daily Never Traffic Delays / Congestion; Road condition (driving surface, potholes, flooding, cracks); No No Checking the website on my own 	Comments noted. No contact information provided. No response required.
		<ol style="list-style-type: none"> A few times per month Never Traffic Delays / Congestion; Yes Yes As long as they don't add bike lanes and thus reduce lanes for cars, all is well. They have been installed on Vodden and on North Park west of Bramalea and they are barely used, even less now with it being winter. I can't tell you when the last time was that I saw a person using them. They just prevent the vehicle traffic from flowing like it has been for the past several decades. This is not Toronto - people don't bike all year round in Brampton. We also have significantly less cyclists. Bike lanes are a waste of money in Brampton. Some of the paint used to paint the lines near North Park and Mackay is already coming off. They just painted the lines in the summer. Checking the website on my own 	Comments noted. No contact information provided. No response required.
		<ol style="list-style-type: none"> Never Rarely I do not have any concerns; This is an residential area of many condos. The amount of traffic with four lanes living with constant noise with cars and road roads speeding/racing day and night. We do not need 2 more lanes. We that live here deserve some piece and quiet. We already deal with the Fire station down the road. Would you who are making these decisions like to live here and now deal with the possibly of 6 lanes. I think not and I will solicit each of these condos to protest this added noise which is also a mental health issue people would have to deal with.; Yes No NA By email 	<p>Email Response Sent February 3, 2021: Thanks for reaching out to me yesterday. I have notified Soheil about the phone number issue and he is looking into it.</p> <p>As discussed, please feel free to review the project information on the City website (linked here). Due to the current pandemic, our typical in person public meeting has gone virtual. There is a narrated video to help explain the project, outline background information, describe the existing conditions along the corridor, present the alternatives being considered and how the alternatives are being evaluated, as well as outlining the preliminary preferred alternative. There is also a copy of all of the slides that can be downloaded from the website. As part of the study, we are seeking input on the preliminary preferred alternative; thank-you for input to date.</p>

Contact	Date	Comment	Response Provided/ Status
		<p>Phone Call February 2, 2021: She was concerned that the City would be widening Bramalea to 6 lanes and that the increase in traffic noise would be a large concern. It seems that she had not yet reviewed the information on the website, and I was able to provide her with a summary of the study and the recommendations at this point in the project. She noted that her building has a lot of seniors, and not all would be comfortable/capable of looking at the website material. She requested an email type summary to share with them, which I can provide her tomorrow, that will be mostly be pulled from the PIC materials. We should consider if it's worthwhile sending her a few hardcopies of the presentation slides that she can share with area residents.</p>	<p>The alternatives being considered are outlined in the following chart. Note that widening Bramalea Rd to 6 lanes for general purpose traffic is not being considered.</p> <p>Following our evaluation of the above, the alternative that is proposed to move forward includes intersection widening to provide for transit queue jump lanes, active transportation improvements (pedestrians and cyclists), and transportation demand management as outlined above. This combination of alternatives will prioritize the needs for pedestrians, cyclists, transit and then auto users (in that order).</p> <p>As discussed, we are happy to mail you a hard copy to your address so that you can discuss with your neighbours. I would still recommend them watching the narrated video if at all possible to gain a good understanding of the project details.</p> <p>I understand that noise generated from any road improvements are of utmost concern for the residents along Bramalea Road. Our work does include a noise assessment that will be completed as part of the next phase of this study, the results of which will be presented and discussed at the next public meeting (to be scheduled).</p> <p>In the meantime, please let me know if you have any questions.</p>
		<ol style="list-style-type: none"> 1. Daily 2. Rarely 3. Loss of property,removal of privacy wall and barrier fencing at Bramalea and Balmoral; 4. No 5. No 6. The bus stop at Bramalea Road and Balmoral should be relocated to the North East corner from the South East Corner. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns. Bus stop locations will be reviewed in the next phase of the study. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
		<ol style="list-style-type: none"> 1. Daily 2. Never 3. Traffic Delays / Congestion;Lack of sidewalks (south end);Lack of cycling facilities; Risk of collisions; Lack of street trees and landscaping; Noise. More volume in traffic and speeding. Large Trucks. My backyard fence.; 4. No 5. Yes 6. Currently this road is a high volume road, which a tremendous amount of speeders. Increasing lanes will only make more speeders. In addition, large trucks are not suppose to use this road after a certain, yet continue to do so. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none"> • Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) • Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the</p>

Contact	Date	Comment	Response Provided/ Status
			<p>alternative in the study area. At this time, appropriate speed limits will be determined. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>The project team is aware of the existing designated truck routes and by-laws permitting heavy truck traffic on Bramalea Road north between Mayfield Road and East Drive, which will remain unchanged upon project implementation. Per by-law 93-93, trucks making a delivery or pickup are permitted to travel to the business, as exceptions for any vehicle engaged in making a delivery to or a collection from a premises which cannot be reached except by way of a highway or a portion of highway where heavy truck restrictions are in place.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
A		<ol style="list-style-type: none"> 1. Daily 2. A few times per week 3. Traffic Delays / Congestion; Safety issues; Risk of collisions; Lack of street trees and landscaping; Lack of sidewalks (south end); Road condition (driving surface, potholes, flooding, cracks); 4. Yes 5. Yes 6. I am concerned with the proper separation of cyclists and vehicles. Current roads in Brampton that have cycle lanes do a very poor job of keeping vehicles out of the cycle lanes. There is poor to no signage for vehicles to stay OUT of cycle lanes. Given the volume on Bramalea road these safety issues may keep cyclists from using the lanes. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
		<ol style="list-style-type: none"> 1. Daily 2. Never 	Comments noted. No contact information provided. No response required.

Contact	Date	Comment	Response Provided/ Status
		3. Traffic Delays / Congestion; Safety issues; Risk of collisions; Road condition (driving surface, potholes, flooding, cracks); Lack of street trees and landscaping; 4. No 5. No 6. Traffic flow is the major issue on Bramalea Road. 7. Checking the website on my own	
		1. Daily 2. Never 3. Lack of sidewalks (south end); Lack of cycling facilities; Lack of street trees and landscaping; Safety issues; 4. No 5. No 6. This area is primarily residential and is known for the open spaces and parkland. Taking away the pedestrian enjoyment in this area doesn't feel like an improvement but rather a negative. There are other major streets that I feel would be better served for extending the lanes and traffic flow such as Dixie Road or Torbram Road - these roads are bordered primarily by industrial or retail with limited residential interference. As a resident of the Bramalea area since 1968 I have seen the city grow tremendously. The major new housing construction has taken place to the west of the 410 towards the Halton and Peel border - expand those roads leave ours alone 7. By email	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution (Queue Jump Lanes, Active Transportation facilities and intersection improvements along Bramalea Road) was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>The recommended solution focuses on the implementation of Active Transportation to serve pedestrians and cyclists.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. This evaluation will be presented at the next Public Information Centre.</p> <p>Improvements to other roadways are outside of the scope of this study. Please contact roads@brampton.ca if you have questions or concerns regarding improvements to other road corridors in the City.</p> <p>Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
		1. A few times per week 2. Rarely 3. Traffic Delays / Congestion; Safety issues; Lack of cycling facilities; Risk of collisions; Road condition (driving surface, potholes, flooding, cracks); Lack of transit connections; Lack of street trees and landscaping; Lack of planning; 4. No 5. No 6. I don't understand what is being proposed. The study is very confusing and it is not clear what is going to be done. This study is very late. Where was the proper planning when expanding the Bramalea/Steeles GO	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p>

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		<p>station/parking multiple times without entrances/exits/lanes to safely handle the capacity; widening the Bramalea/Steeles intersection with southbound lanes that are dangerously offset; doing nothing about pedestrian sidewalks/access which have always been inadequate and dangerous; adding apartment buildings on Bramalea Rd (west side, south of Avondale); and adding a 407 entrance/exit to Bramalea Road but not Torbram Road. All of this has contributed to horrendous traffic jams in the vicinity of the GO station; standstill traffic along Bramalea Road during rush hours or when weather is less than ideal; very dangerous situations for pedestrians at every intersection along Bramalea Road from Queen to Steeles; and dangerously unsafe behaviour by drivers and pedestrians especially near and at the GO station. Why wasn't a 407 entrance/exit added to Torbram to relieve volume at Bramalea Road? Is there any collaboration with GO transit about the traffic planning in and out of the station? Have you ever been there in the morning and early evening when GO trains arrive and leave ? It is a madhouse. There has been no residential growth in our Bramalea neighbourhood. The majority of it has been to the west and east ends of Brampton. The traffic on Bramalea Road originates from everyone trying to get to the GO or other highway access south of Steeles. While Bramalea Road is bordered primarily by residential other roads such as Dixie, Torbram Road and Airport Road are not. Why not make one of those streets into the six lane hub and divert some traffic from Bramalea Road? I agree we need improvement but this proposal is not the right solution. Most new construction is not in this vicinity. Better planning is needed where subdivisions are being built like mad to the east and west. With your current plan you are funnelling everyone into the direction of the Bramalea neighbourhood instead of creating multiple traffic flow plans that include other routes. Changing one road isn't enough to make an impact on the flow.</p> <p>7. By email</p>	<ul style="list-style-type: none"> Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>A Multi-Modal Level of Service (MMLOS) study was completed for the Bramalea Road corridor, which assessed Transit, Bicycle, Pedestrian, Automobile, and Truck LOS during AM & PM Peak Hours in the year 2041. LOS is used to determine how well a transportation facility is operating from a traveler's perspective. The implementation of the recommended solution was determined to improve the LOS for Transit, Pedestrians and Cyclists, while also generally maintaining the LOS for other modes of transportation, and minimizing impacts along the corridor.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. A safety assessment will also be completed to evaluate the safety for all modes of transportation along the corridor. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Improvements to other roadways are outside of the scope of this study. Please contact roads@brampton.ca if you have questions or concerns regarding improvements to other road corridors in the City.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
		<ol style="list-style-type: none"> A few times per week Never Traffic Delays / Congestion; Safety issues; Lack of sidewalks (south end); Lack of cycling facilities; Risk of collisions; Lack of street trees and landscaping; Accessibility for scooters or wheel chair, ramps too steep from sidewalks and not smooth or safe for disabled people to ride along the sidewalks onto the cross walks. Definitely need some type of mature trees to prevent snow drifts, slow wind issues at Steeles/Bramalea and to beautify our city, as well as to absorb/filter some of the pollution that the transit system increases.; Yes No I'm not sure I understand all that is proposed for this area and where HOV lanes would be. Will they take up the extra added lane completely or just 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none"> Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne

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		<p>come in and out of the side crescents that are reserved for busses to pull over?</p> <p>7. By email</p>	<p>Boulevard), queue jump lanes extended throughout as continuous transit lanes</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study, in addition to the City's 2019 Active Transportation Master Plan, the City's Brampton 2040 Vision, and Vision Zero. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
		<p>1. A few times per month</p> <p>2. Never</p> <p>3. Lack of street trees and landscaping; Safety issues; Road condition (driving surface, potholes, flooding, cracks);</p> <p>4. No</p> <p>5. No</p> <p>6. The stretch of Bramalea Road between Queen and Avondale is residential and should remain part of the quiet, quaint Bramalea that we all know and love. Expansion of Torbram from Queen with a on/off ramp to 407 would be very welcome.</p> <p>7. By email</p>	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. A noise assessment will also be completed. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Improvements to other roadways are outside of the scope of this study. Please contact roads@brampton.ca if you have questions or concerns regarding improvements to other road corridors in the City.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>

Contact	Date	Comment	Response Provided/ Status
		<ol style="list-style-type: none"> 1. A few times per week 2. Never 3. Traffic Delays / Congestion; Safety issues; Risk of collisions; Road condition (driving surface, potholes, flooding, cracks); Lack of street trees and landscaping; The expertise of the transport vehicle drivers or lack thereof. This is predominantly residential down to Steeles Ave. Are you planning on constructing more of those ugly no use barriers walls like on Williams Pkwy? ; 4. No 5. No 6. Perhaps concentrate on maintaining existing roadways before creating more?? Streets in this city are horrendous and truck traffic is not only increasing, but the skill levels of said drivers is sorely lacking in training. 7. By letter mail 	<p>Letter response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. Aesthetics will be considered as part of the evaluation of alternatives, and design considerations from the City's 2040 Vision will be included where feasible. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Improvements to other roadways are outside of the scope of this study. Please contact roads@brampton.ca if you have questions or concerns regarding improvements to other road corridors in the City.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
		<ol style="list-style-type: none"> 1. Daily 2. Never 3. No room for more lanes ; 4. No 5. No 6. There isn't room for 2 more lanes south of Balmoral to Avondale/Dearbourne. 7. Checking the website on my own 	<p>Comments noted. No contact information provided. No response required.</p>
		<ol style="list-style-type: none"> 1. A few times per week 2. A few times per week 3. Traffic Delays / Congestion; Lack of cycling facilities; Risk of collisions; 4. Yes 5. Yes 6. NA 7. Checking the website on my own 	<p>Comments noted. No contact information provided. No response required.</p>
		<ol style="list-style-type: none"> 1. A few times per week 2. Rarely 3. I do not have any concerns; 4. No 5. No 6. Stop expanding and encouraging more and heavier traffic in residential areas!! I live in Dixie and Queen area for over 20 years and because of high traffic volumes on those street cannot sleep at night, or enjoy peace in own backyard. The increase and changes to six lanes was never discussed with residents living here. Notices in newspapers written so 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The City of Brampton is committed to informing and engaging the public on the Bramalea Road Improvements Class EA. The Notice of Public Information Centre for this study was distributed to 6,044</p>

Contact	Date	Comment	Response Provided/ Status
		<p>small no one can read them don't count. Expand the 410 if you want, but not near peoples homes that are only a few feet from the street.</p> <p>7. By email</p>	<p>residents adjacent to the Bramalea Road corridor, and held a stakeholder meeting to solicit feedback from interested residents.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. A noise assessment for this corridor will also be completed. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Improvements to other roadways are outside of the scope of this study. Please contact roads@brampton.ca if you have questions or concerns regarding improvements to other road corridors in the City.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
		<p>1. A few times per week 2. Rarely 3. Traffic Delays / Congestion; Safety issues; Lack of sidewalks (south end); Risk of collisions; Road condition (driving surface, potholes, flooding, cracks); 4. No 5. Yes 6. 2 main concerns. a. Distance across Bramalea Rd. from the East sidewalk (parallel to the red brick wall outside Darras Crt) to the West sidewalk South of Balmoral Dr. Will this allow for the expansion to 6 lanes of traffic? Keeping mind safety issues for pedestrians walking on those sidewalks. Speed of traffic N & S bound on Bramalea is a huge concern now with only 4 lanes. Excess speed of traffic to 80+kph has been observed. b. The existence at Deerbourne Blvd. just S. on Bramalea of a Truck Transport firm on the S.E. corner. Keeping in mind of ingress and egress of large tractor trailers and 20' to approx 24' straight trucks at the property. This is already a safety issue for pedestrians and truck drivers.</p> <p>7. By Email</p>	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none"> Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. A safety assessment will also be completed, and traffic calming measures and updated speed limits will be determined. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>The project team is aware of the existing designated truck routes and by-laws permitting heavy truck traffic on Bramalea Road north</p>

Contact	Date	Comment	Response Provided/ Status
			<p>between Mayfield Road and East Drive, which will remain unchanged upon project implementation. The next phase of the study will also assess the design requirements of each individual intersection to safely accommodate all modes of transportation.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
		<ol style="list-style-type: none"> 1. A few times per week 2. Never 3. Lack of street trees and landscaping; Safety issues; Speeding and car racing; 4. No 5. No 6. The expansion will affect the walking paths and sidewalks that run parallel to Bramalea Road. These walkways are a safe walking route for seniors on daily walks and the widening of the road will increase traffic volume and eliminate the safety of these walkways as they will be very close to the road. Also the noise and pollution level for the home bordering the road will increase significantly. 7. Checking the website on my own 	<p>Comments noted. No contact information provided. No response required.</p>
		<ol style="list-style-type: none"> 1. A few times per month 2. Rarely 3. Safety issues; Lack of sidewalks (south end); Lack of cycling facilities; Risk of collisions; Road condition (driving surface, potholes, flooding, cracks); 4. Yes 5. Yes 6. I strongly advocate greater access to the GO station via active transportation, and prioritizing transit. I am in favour of the Queue-jumping lanes. I think transit and AT should help students get to Bramalea Secondary School. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>

Contact	Date	Comment	Response Provided/ Status
		<ol style="list-style-type: none"> 1. Rarely 2. Never 3. Lack of cycling facilities;Risk of collisions;Lack of street trees and landscaping;Lack of sidewalks (south end);Safety issues;Lack of transit connections;Road condition (driving surface, potholes, flooding, cracks);Litter and garbage particularly at the south end; 4. Yes 5. Yes 6. Existing road design creates infrastructure that is imposing and intimidating to cyclists and pedestrians. Merely adding MUPs and sidewalks on their own is not sufficient to attract the necessary travel mode shift. Sustainable transportation options must be both pleasant and convenient to use if they are to replace a significant number of existing or anticipated car journeys. Tree canopy, bike parking, MUP pavement quality, narrower lanes and lower speeds are just some of the factors that need to be considered. 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
		<ol style="list-style-type: none"> 1. Rarely 2. Never 3. Lack of cycling facilities;Lack of street trees and landscaping;Risk of collisions; 4. Yes 5. Yes 6. Will be an important cycling corridor connection to Bramalea GO. MUPs must minimize mature tree removal. Consider mature trees in positioning bus queue lanes. Avoid widening road other than bus queue lanes with TDM. Consider mid block crossings for high pedestrian demand in adjacent neighbourhoods. Lower speeds, narrower lanes (if possible) will deter fast cars, so busses can proceed with less congestion, and safer for cyclists & pedestrians -- Vision Zero! 7. By email 	<p>Email response sent March 5, 2021:</p> <p>Thank you for your interest in the Bramalea Road Improvements Municipal Class Environmental Assessment. The project team has noted your comments and concerns.</p> <p>The study has identified the following recommended alternative solutions pertaining to widening the corridor:</p> <ul style="list-style-type: none"> • Widen the northern portion of the corridor to accommodate transit queue jump lanes (between Queen Street E and Dearbourne Boulevard) • Widen the southern portion of the corridor to accommodate 4 general purpose lanes (southern city limits and Dearbourne Boulevard), queue jump lanes extended throughout as continuous transit lanes <p>Please note the next phase of the study will assess design alternatives to determine the corridor configurations for the recommended solutions. These alternatives will be evaluated against a set of technical and environmental criteria to identify impacts of the alternative in the study area. At this time, several alternatives for active transportation will also be considered. Safety, accessibility, and accommodation for all modes of transportation is of the utmost</p>

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			<p>importance to the City of Brampton, and will shape the evaluation of active transportation alternatives. The Project Team is consulting with City of Mississauga staff, various City of Brampton departments, technical advisory committees and stakeholders to help ensure that existing and future active transportation plans within the study area are considered as part of the study. This evaluation will be presented as part of the next Public Information Centre, which will also present and gather feedback on the preferred plan, potential impacts, and proposed mitigation measures.</p> <p>Thank you for taking the time to provide your comments. Your contact information has been added to the project mailing list and you will be circulated on future study notifications. Should you have any comments, questions and/or concerns, please don't hesitate to contact us.</p>
PIC 2 Comment Form			
<ol style="list-style-type: none"> How frequently do you use Bramalea Road from Queen Street to south City limit? Do you agree with the Preferred Alternative Design for the study corridor? Please refer to slides 11 to 23 in the Public Information Centre displays. Does the Preferred Alternative Design address your concerns relating to Bramalea Road from Queen Street East to southern city limits? If you still have concerns Please share any additional comments you may have related to the Bramalea Road Municipal Class Environmental Study: 			
	September 22, 2022	<ol style="list-style-type: none"> Rarely No Traffic delays / congestion;Lack of sidewalks (south end);Risk of collisions;Road condition (driving surface, potholes, flooding, cracks);Lack of street trees and landscaping;Safety issues; How many trees will HAVE to be destroyed? "Hundreds" I assume. 	<p>Email Response October 7, 2022:</p> <p>Thank-you for participating in the Bramalea Road Improvements EA study and for providing your input. From your comments, I understand that you have concerns with further traffic delays, the lack of sidewalks at the south end of the study area, a risk of collisions, the condition of the road surface, the lack of street trees and some safety issues. Can you please elaborate on these topics and the specific concerns that you have? We are happy to set up a meeting together where we can review and discuss the project plans with you if you like.</p> <p>Regarding trees, the goal of the project would be to preserve as many trees as possible. Impacts to the trees can come from the proposed infrastructure, new utility alignments, and impacts from excavations to install underground services. The proposed design includes narrowing the lanes and widening the boulevard where possible, which minimizes the impacts to the existing trees. The section between Dearbourne Blvd and Steeles Ave recommends widening, so tree impacts in this section would be more substantial and those trees would need to be replaced. South of Steeles Ave, there are very few trees, those these would mostly be able to be preserved.</p> <p>As part of the consultation process, the Project Team is in contact with the local utilities who are reviewing the scenarios of relocating the overhead hydro lines versus burying the lines. This will be reviewed and incorporated during the detail design phase of the project.</p> <p>Again, thank-you for your input and let me know if you would like to discuss the project in further detail</p>

Contact	Date	Comment	Response Provided/ Status
	September 22, 2022	<ol style="list-style-type: none"> Weekly NA NA Can't view the alternative routes 	<p>Email Response October 7, 2022:</p> <p>Thank-you for participating in the Bramalea Road Improvements EA study and for providing your input. From your comments, I understand that you cannot view the alternative routes. The recommended plan outlines the improvements to the Bramalea Road corridor, which was developed from the alternatives presented at the first PIC. This information can also be found on the website https://www.brampton.ca/EN/residents/Roads-and-Traffic/Planning-and-Projects/Pages/Bramalea-Rd.aspx. Are you looking for something other than what has been shown? Please let me know and I'll be happy to help.</p>
Anonymous	September 30, 2022	<ol style="list-style-type: none"> Daily NA Risk of collisions;Traffic delays / congestion;Lack of street trees and landscaping;Lack of cycling facilities;Lack of sidewalks (south end);Road condition (driving surface, potholes, flooding, cracks); NA 	
Anonymous	October 4, 2022	<ol style="list-style-type: none"> Daily Yes Traffic delays / congestion;Safety issues;Risk of collisions;Road condition (driving surface, potholes, flooding, cracks);Lack of street trees and landscaping; Around the Queen Street it seems a bit unsafe to cross as a pedestrian, so what will you do to keep cyclists and pedestrians safe? The slip lanes seem to be the most dangerous part, if somebody isn't paying attention. 	
	October 19, 2022	<ol style="list-style-type: none"> Monthly Yes Lack of cycling facilities; Where right turn channels remain it is imperative that there are crossrides as well as crosswalks. The Region is not currently implementing crossrides in their new SmartChannel design. At other intersections there must be crossrides, as well. Crossride lights should be set to turn green with the motor vehicle traffic light. The multiuse path should go behind bus shelters. The path should be clear of obstructions such as light posts and fire hydrants. 	<p>Email Response November 4, 2022:</p> <p>Thank-you for participating in the Bramalea Road Improvements EA study and for providing your input. From your comments, I understand that you are wondering if roundabouts were considered as replacement for any of the intersections along Bramalea Road. In order to accommodate a multi-lane roundabout, significant property impacts would be required at any of the intersections that would be converted over. Considering the acceptable level of service with the existing traffic signal controls, the implementation of roundabouts within the corridor would not be deemed feasible due to the corridor impacts.</p> <p>The islands at both Queen Street East and at Steeles Avenue were discussed at length with the Region of Peel, who have jurisdiction over the two intersections. The recommended plan will include the implementation of “smart channels”, which will improve both the driver sightlines and increase the overall pedestrian and cyclist refuge area on these islands. The island configuration will be finalized to the new Regional standard during the detailed design phase.</p> <p>If you have any question or would like a follow-up discussion, please feel free to reach out.</p>
	October 20, 2022	<ol style="list-style-type: none"> Weekly No Safety issues; Risk of collisions; My question remains from PIC 1. Were roundabouts considered at any point in the process, say at Bramalea and Balmoral, especially since 	<p>Email Response November 4, 2022:</p> <p>Thank-you for participating in the Bramalea Road Improvements EA study and for providing your input. From your comments, I understand that you are in favour of the implementation of cross rides and bike signals. Cross rides have been shown on the plan where the</p>

Contact	Date	Comment	Response Provided/ Status
		you considered road diet as a traffic calming measure? Diagrams indicate the restorations of pork chop islands at Queen Street and Steeles Avenue. Is this the safest reconstruction design for pedestrians and cyclists?	multi-use pathway crosses through an intersection. Cross rides are also being included at the intersections with Queen Street East and with Steeles Avenue with the smart channels and intersection design. Bike signals will be included during the detail design phase. The multi-use pathway has been designed to go around the bus shelters where possible, though the constraints of the corridor have required some modifications to the standard bus stop layout, including localized narrowing of the multi-use pathway. The pathway will be unobstructed of other obstacles and infrastructure. If you have any question or would like a follow-up discussion, please feel free to reach out.

From: [Jeff Booker](#)
To: [Bartlett, Isaac](#); [Parajuli, Bishnu](#); [Mohammad, Ghazanfar](#); [Tony Angelo](#); [Kwasi Djane](#); [Wiesek, Marek \(MTO\)](#); [Kamran.Yousaf@ontario.ca](#); [Graham.Routledge@ontario.ca](#)
Cc: [Hohner, Paula](#); [O'Henly, Regan](#); [Lang, Sarah](#)
Subject: RE: RE: Municipal Class EA Study - Bramalea Road Improvements from Queen Street East to South City Limits
Date: Tuesday, July 12, 2022 2:52:47 PM

Hello Isaac,

A bridge cross section is not adequate for a meaningful review.

407 ETR will require a plan view as well. showing lane widths , shoulder widths, taper/ramp lanes, taper lane distances, side clearances, etc. **throughout the whole 407 ETR controlled access corridor.** 407 will also require a draft design criteria for the project.

A couple of initial comments.

- As this is an interim solution. Has a MUP been considered for only side of the structure ?
- Based on the bridge cross section provided . It will be a requirement to raise the structure barrier wall if a MUP is being implemented. The current barrier wall heights on the structure do not meet MUP or Bridge code requirements .


Sincerely,

Jeff Booker
Senior Manager, Highway Technical Services
Highway 407 ETR
6300 Steeles Avenue
Woodbridge, ON
L4H 1J1
Tel (905) 265-4070 Ext 5485
Fax (905)264-5379
jbooker@407etr.com

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Environmental:

Please consider the environment before printing this email! 

From: Bartlett, Isaac <isaac.bartlett@stantec.com>
Sent: July 5, 2022 12:23 PM
To: Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Tony Angelo <tangelo@407ETR.com>; Jeff Booker

<jbooker@407ETR.com>; Kwasi Djane <KDjane@407etr.com>; Wiesek, Marek (MTO)
<marek.wiesek@ontario.ca>; Kamran.Yousaf@ontario.ca; Graham.Routledge@ontario.ca
Cc: Hohner, Paula <Paula.Hohner@stantec.com>; O'Henly, Regan <Regan.OHenly@stantec.com>;
Lang, Sarah <Sarah.Lang@stantec.com>

Subject: RE: RE: Municipal Class EA Study - Bramalea Road Improvements from Queen Street East to South City Limits

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Good afternoon,

Following on our previous discussion and through progression of the project design, we have compiled the proposed interim four lane structure cross section using the existing structure platform, and the ultimate six lane structure cross section which would require structural widening. It is proposed as part of the Municipal Class EA that the interim configuration of widening into the existing shoulder be implemented until such time as warrants are met to widening Bramalea to 6 lanes at the structure, when the City would be required to remove the MUP and widen the structure prior to reinstating the MUP.

Please review and let us know your comments by July 22. We will then progress the project with these recommendations, at which time you will have another chance to review and comment ahead of PIC#2 scheduled for the fall.

Thanks!

Vacation Alert: July 11-15

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

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isaac.bartlett@stantec.com

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From: Bartlett, Isaac

Sent: Tuesday, February 15, 2022 9:10 AM

To: Nejatian, Soheil <Soheil.Nejatian@brampton.ca>; Parajuli, Bishnu
<Bishnu.Parajuli@brampton.ca>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>;
Tony Angelo <tangelo@407ETR.com>; Jeff Booker <jbooker@407etr.com>; Kwasi Djane

<KDjane@407etr.com>; Wiesek, Marek (MTO) <marek.wiesek@ontario.ca>;
Kamran.Yousaf@ontario.ca; Graham.Routledge@ontario.ca

Cc: Hohner, Paula <Paula.Hohner@stantec.com>; O'Henly, Regan <Regan.OHenly@stantec.com>;
Lang, Sarah <Sarah.Lang@stantec.com>

Subject: RE: Municipal Class EA Study - Bramalea Road Improvements from Queen Street East to
South City Limits

Good morning all,

Please find attached the minutes from last week's meeting. Please let me know if there are any omissions
or questions.

Thanks again for taking the time to attend and for your input. We will be following up on these action
items shortly.

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

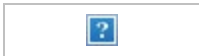
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From: [Bartlett, Isaac](#)
To: [Salar Zulfiquar](#)
Cc: [Saadia Jamil](#); [Hohner, Paula](#); [Lang, Sarah](#); [Mohammad, Ghazanfar](#)
Subject: RE: 2022-11-04_Bramalea Road Improvements EA, Brampton ON
Date: Monday, November 21, 2022 4:49:40 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi Salar,

Thanks a lot for the call earlier today.

To reiterate, this project is currently in the Municipal Class EA (MCEA) phase, and we are compiling the Environmental Study Report (ESR). As part of the MCEA process, we are soliciting input from key stakeholders in the corridor, CN included. We have discussed the project with Metrolinx and documented their input.

Although the structure is owned by the City of Brampton, we are seeking input into the proposed changes to the structure and how this may impact any future plans that CN has for the structure itself. We are also seeking input into what commitments and permitting needs will be required to initiate/progress during the detail design phase, particularly relating to the staging and railway flagging requirements.

Any comments you have on the project and the design would be appreciated, and will be subsequently documented in the ESR.

Thanks,

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

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From: Salar Zulfiquar <Salar.Zulfiquar@cn.ca>
Sent: Monday, November 14, 2022 9:12 AM
To: Bartlett, Isaac <isaac.bartlett@stantec.com>
Cc: Saadia Jamil <Saadia.Jamil@cn.ca>; Hohner, Paula <Paula.Hohner@stantec.com>; Lang, Sarah <Sarah.Lang@stantec.com>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Subject: RE: 2022-11-04_Bramalea Road Improvements EA, Brampton ON

Hey Isaac,

To discuss the input of a MUP on the overpass structure on Bramalea Rd, there will be both Design & Construction and Bridges & Structures group that will be involved to review the drawings, and provide comments as needed.

The drawings will reviewed by D&C first, and subsequently given to B&S group.

Is there any preliminary / concepts drawings generated? What is the tentative timeline for delivery?

Thanks,

CN100



Salar Zulfiquar

Senior Public Works Officer | Public Works - East
T 905-669-3242 | C 437-425-0460 | salar.zulfiquar@cn.ca
[What's New at CN](#) | www.cn.ca

From: Bartlett, Isaac <isaac.bartlett@stantec.com>
Sent: Monday, November 07, 2022 5:11 PM
To: Salar Zulfiquar <Salar.Zulfiquar@cn.ca>; Proximity <proximity@cn.ca>
Cc: Jacqueline Sapp <JACKIE.SAPP@CN.CA>; Saadia Jamil <Saadia.Jamil@cn.ca>; Hohner, Paula <Paula.Hohner@stantec.com>; Lang, Sarah <Sarah.Lang@stantec.com>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Subject: RE: 2022-11-04_Bramalea Road Improvements EA, Brampton ON

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Hi Salar,

Thanks for this confirmation.

Would Xiaoyi also be the one who we can contact to discuss CN's input into the inclusion of the proposed MUP across the structure? We are completing the draft Environmental Study Report as would like to include your agency's input into the project.

Thanks!

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

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From: Salar Zulfiquar <Salar.Zulfiquar@cn.ca>
Sent: Monday, November 7, 2022 5 01 PM
To: Proximity <proximity@cn.ca>
Cc: Jacqueline Sapp <JACKIE.SAPP@CN.CA>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Saadia Jamil <Saadia.Jamil@cn.ca>
Subject: RE: 2022-11-04_Bramalea Road Improvements EA, Brampton ON

Hi Saadia,

Here is the email I got back from Xiao in our B&S group;

The overhead bridge located at Halton 11.39, functional location BS00003632, is owned by CN, but its maintenance responsibility falls under others. I do not have visibility of who this "other" is. My guess is the local road authority, which may be the City of Brampton or Region of Peel. You would need to confirm with them.

I also looked into our archives and did not find any record drawings. The municipalities may have a copy of the drawings. The bridge was built in 1996, so drawings are likely produced in the range of 1994-1996. If the municipalities do not have a copy, the next step is to find out who the design consultant at the time was. They will have a copy. From the attached Order, it seems that the Ministry of Transportation would know who the designer is as they were the PM.

Any further questions or concerns in this regards, please contact XiaoYi Zhang Xiaoyi.Zhang@cn.ca.

Thanks,



Salar Zulfiquar

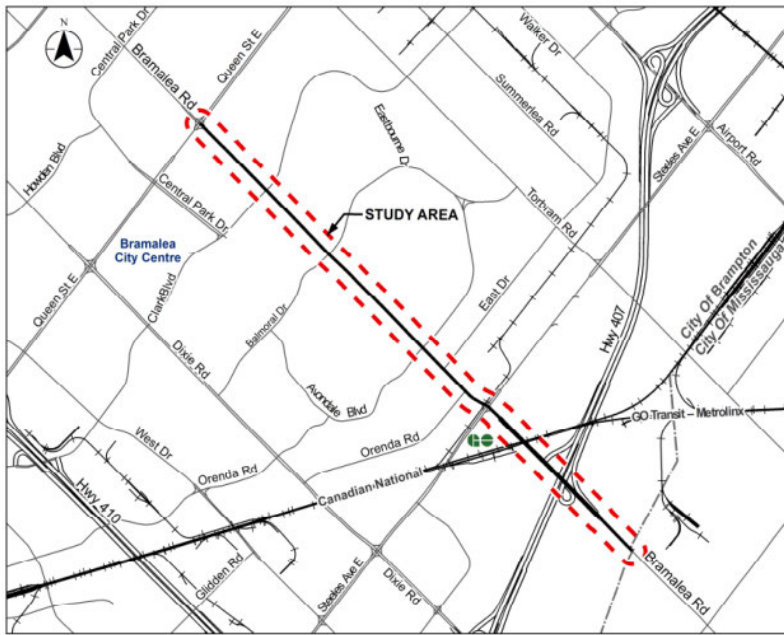
Senior Public Works Officer | Public Works - East
T 905-669-3242 | C 437-425-0460 | salar.zulfiquar@cn.ca
What's New at CN | www.cn.ca

From: Saadia Jamil <Saadia.Jamil@cn.ca> **On Behalf Of** Proximity
Sent: Friday, November 04, 2022 1:26 PM
To: Salar Zulfiquar <Salar.Zulfiquar@cn.ca>
Cc: Jacqueline Sapp <JACKIE.SAPP@CN.CA>; Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: 2022-11-04_Bramalea Road Improvements EA, Brampton ON

Hi Salar,

The City of Brampton has initiated a Schedule 'C' Municipal Class Environmental Assessment (Class EA) for improvements to Bramalea Road from Queen Street East to the south City limit (map below). They have identified that modifications to existing structures in the study area are required to accommodate the proposed improvements. The consultants for the City of Brampton (Stantec) has reached out to CN input regarding the future needs/requirements of the railway overpass structure along Bramalea Road, including the request for any as-built plans.

Please provide the appropriate contact to coordinate this discussion with the proponent directly (CC'd).



Thanks,

Saadia Jamil

Urbaniste sénior / Senior Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain



E : proximity@cn.ca
1600, René-Lévesque Ouest, 11e étage
Montréal (Québec)
H3H 1P9 CANADA
wsp.com

From: Bartlett, Isaac <isaac.bartlett@stantec.com>

Sent: Thursday, October 27, 2022 5:02 PM

To: Proximity <proximity@cn.ca>

Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Hohner, Paula <Paula.Hohner@stantec.com>; Lang, Sarah <Sarah.Lang@stantec.com>

Subject: RE: City of Brampton, Bramalea Road Improvements EA - CN Meeting Request

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Good afternoon,

I wanted to follow-up on the below chain of requests to consult with CN on this project, as it impacts the CN structure on Bramalea Road south of Steeles Avenue.

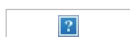
Are we able get your feedback and meet to discuss prior to November 4?

Thanks,

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

Direct: 519-675-6643
Mobile: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

Stantec



From: Saadia Jamil <Saadia.Jamil@cn.ca> **On Behalf Of** Proximity
Sent: Thursday, October 13, 2022 1:56 PM
To: Bartlett, Isaac <isaac.bartlett@stantec.com>
Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Hohner, Paula <Paula.Hohner@stantec.com>; Lang, Sarah <Sarah.Lang@stantec.com>
Subject: RE: City of Brampton, Bramalea Road Improvements EA - CN Meeting Request

Hi Isaac,

Thank you for the updated link. The matter has been forwarded to our EA Review team and we have also outlined the request for a meeting.

Thanks,

Saadia Jamil

Urbaniste sénior / Senior Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain



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H3H 1P9 CANADA
wsp.com

From: Bartlett, Isaac <isaac.bartlett@stantec.com>
Sent: Thursday, October 13, 2022 1:43 PM
To: Proximity <proximity@cn.ca>
Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Hohner, Paula <Paula.Hohner@stantec.com>; Lang, Sarah <Sarah.Lang@stantec.com>
Subject: RE: City of Brampton, Bramalea Road Improvements EA - CN Meeting Request

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Hi Saadia,

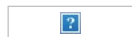
Thanks for the reply. I have included the direct link here: https://secure-web.cisco.com/16piT8RjgMdbNI9TmlKDnYBj0bxaUkOq7oBgvosfSQ2rBjIhEeueCgEBVdlfzAc6AS10lvXvVv2Pmiyt13qzsoPQyd9bGf4p6LAVJg6w8FDD1loltgGY0YxZldN61Ed5I6H5QdNVBMMrkA_Bt0Rblxw1vhPhG1chHhaXV9wBSEBBuTk5J5f0lpZqAaz4-D4t2ygrOiue410drxQFNrDBc302wokyyqEwikU9geD0KgCHIOugbQJRLmZokUOy15orZHS7tIzr_VhODF5Hn_TME2sSkghM9nhNLe7W9V4_14TnEQWKDUMHjhd8tnrl2X0Q4/https%3A%2F%2Fwww.brampton.ca%2Fen%2Fresidents%2Froads-and-traffic%2Fplanning-and-projects%2Fpages%2Fbramalea-rd.aspx. If the link continues to not work due to email protection, the information can be found on the City of Brampton's website, and searching "Bramalea Road EA". We can also set up a One Drive folder with the information if you prefer.

Also, with the history of the project, we are happy to set up a meeting with you to walk you through the proposed improvements. Please let me know once you have had a chance to review the material.

Thanks,

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation
Direct: 519-675-6643
Mobile: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

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From: Saadia Jamil <Saadia.Jamil@cn.ca> **On Behalf Of** Proximity
Sent: Thursday, October 13, 2022 1:36 PM
To: Bartlett, Isaac <isaac.bartlett@stantec.com>; Julianne Meijaard <Julianne.Meijaard@cn.ca>
Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Hohner, Paula <Paula.Hohner@stantec.com>; Lang, Sarah <Sarah.Lang@stantec.com>
Subject: RE: City of Brampton, Bramalea Road Improvements EA - CN Meeting Request

Hi Isaac,

Apologies for the delay in response as we are experiencing a high volume of requests. Can you please forward the link with supporting documents on this

matter as the one sent below is not working. We will be providing comments on the matter as soon as possible.

Thanks,

Saadia Jamil

Urbaniste sénior / Senior Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain



E : proximity@cn.ca
1600, René-Lévesque Ouest, 11e étage
Montréal (Québec)
H3H 1P9 CANADA
wsp.com

From: Bartlett, Isaac <isaac.bartlett@stantec.com>
Sent: Thursday, October 13, 2022 1:08 PM
To: Julianne Meijaard <Julianne.Meijaard@cn.ca>
Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Hohner, Paula <Paula.Hohner@stantec.com>; Lang, Sarah <Sarah.Lang@stantec.com>; Proximity <proximity@cn.ca>
Subject: RE: City of Brampton, Bramalea Road Improvements EA - CN Meeting Request

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Hi Julianne,

Subsequent to the below, we have made a number of attempts to correspond with CN through the provided email address, including:

- Notice of PIC #2 (September 22, 2022)
- TAC Meeting #2 Agenda (September 7, 2022)
- TAC Meeting #2 Invite (August 19, 2022)
- Information Request (Email) (August 16, 2022)
- Information Request (Email) (July 7, 2022)

To date, we have not received any reply. Is CN willing to engage in the City's environmental assessment at this point? Our second PIC is currently live (https://secure-web.cisco.com/1t1gNHcX5Tb1HEtqpAHhm7qMHYcjYpZdiU4yIjFloCEUA1B31L8u7oouc6r3HSNUQAFWQF1qq-_hEO4A25118BAJ5GoFyEyGxlogTne97s2Xky_aVwa_hbLKkiB6Utx2_FNatKvkpvDg_d-qylwpT4oHda7FjBBgf7DW_q90hbJv57XPaiD-bo_hYMUeDXjxCjYWwz2W_cRHvw6NgSiMFhS5w1RcvZnSRC3ibilGOJBVD4uYGlx3YVMtw-x53XMBIwIRnf-zF4Ty0Yi11LFHqll38qEvcU0z178eGWZikQ8ZU3qablQVJ-QdSa_eYGPxn/https%3A%2F%2Fwww.brampton.ca%2FEN%2FResidents%2FRoads-and-Traffic%2FFPlanning-and-Projects%2FPages%2FBramalea-Rd.aspxand) until Friday, October 21. As this project crosses a CN owned track at the Bramalea GO station, and a small spur line on the north leg of the Bramalea Road and Steeles Ave intersection, we would greatly appreciate the opportunity to discuss the proposed improvements with CN prior to issuing the ESR at the end of the year. Please let me know if there is someone we can correspond with and have a discussion.

Thanks,

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

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Mobile: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

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From: Julianne Meijaard <Julianne.Meijaard@cn.ca>
Sent: Tuesday, July 5, 2022 3:42 PM
To: Lang, Sarah <Sarah.Lang@stantec.com>
Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>
Subject: RE: City of Brampton, Bramalea Road Improvements EA - CN Meeting Request

Sarah,

It is a highly monitored email address – unfortunately there is not one specific person that we would be able to name in this process at this time.

Thank you,

CN



Julianne Meijaard, P.Eng (She/Her)

Public Works Project Manager, Public Works | Engineering
T | C 416.550.9325
[What's New at CN](#) | [Quoi de neuf au CN](#)

From: Lang, Sarah <Sarah.Lang@stantec.com>

Sent: July 5, 2022 1:55 PM

To: Julianne Meijaard <Julianne.Meijaard@cn.ca>

Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>

Subject: RE: City of Brampton, Bramalea Road Improvements EA - CN Meeting Request

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Hi Julianne,

Quick question to ask of you. I'm happy to reach out to the proximity@cn.ca email address you've provided, but I'm wondering if you might also be able to share contact information for a staff member that's located in this area as well? We just want to ensure that we are making contact with CN staff as soon as possible.

Thanks for your help!

Sarah Lang
Environmental Planner
sarah.lang@stantec.com

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From: Lang, Sarah

Sent: Tuesday, July 5, 2022 12:15 PM

To: Julianne.Meijaard@cn.ca

Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>

Subject: RE: City of Brampton, Bramalea Road Improvements EA - CN Meeting Request

Hi Julianne,

Thank you for providing the alternate contact information. I will remove Michael Vallins from our contact list and reach out to the email provided.

Thanks,

Sarah Lang
Environmental Planner
sarah.lang@stantec.com

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From: Julianne Meijaard <Julianne.Meijaard@cn.ca> On Behalf Of ER-Public-Works

Sent: Tuesday, July 5, 2022 11:12 AM

To: Lang, Sarah <Sarah.Lang@stantec.com>; ER-Public-Works <ER-Public-Works@cn.ca>

Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>

Subject: RE: City of Brampton, Bramalea Road Improvements EA - CN Meeting Request

Sarah,

Please have all environmental assessment reports forwarded to proximity@cn.ca.

Note that Michael Vallins is no longer with CN, so he can be removed from your contact list.

Thank you,

Julianne Meijaard, P.Eng (She/Her)

Public Works Project Manager, Public Works | Engineering
T | C **416.550.9325**
[What's New at CN](#) | [Quoi de neuf au CN](#)

From: Lang, Sarah <Sarah.Lang@stantec.com>
Sent: July 5, 2022 9:00 AM
To: Michael Vallins <Michael.Vallins@cn.ca>; ER-Public-Works <ER-Public-Works@cn.ca>
Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>
Subject: FW: City of Brampton, Bramalea Road Improvements EA - CN Meeting Request

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Hi Michael,

I just wanted to follow up on my email below in regards to scheduling a meeting with the City of Brampton and CN. If you have an alternate contact at CN that would be appropriate for us to reach out to, would you please be able to share their details?

Once we make contact we can provide updated meeting times.

Thank you for your assistance!

Sarah Lang
Environmental Planner
sarah.lang@stantec.com
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From: Lang, Sarah
Sent: Thursday, June 23, 2022 8:49 AM
To: michael.vallins@cn.ca
Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>
Subject: City of Brampton, Bramalea Road Improvements EA - CN Meeting Request

Good Morning,

The City of Brampton has initiated a Schedule 'C' Municipal Class Environmental Assessment (Class EA) for improvements to Bramalea Road from Queen Street East to the south City limit (see map). Your contact was provided by the City of Brampton; please let us know if another contact would be appropriate.



A Public Information Centre was held virtually in January/February 2021 where the preferred solution included implementing additional active transportation improvements south of Steeles Avenue, as well as transit improvements. This currently proposed solution will introduce a multi-use pathway from Steeles Avenue southerly to the City limits, south of the Highway 407 overpass.

Modifications to existing City structures in the study area are required to accommodate our proposed improvements. We would appreciate input from CN regarding your future needs/requirements of the railway overpass structure along Bramalea Road. We are interested in arranging a meeting with the appropriate contacts at CN to discuss the project in greater detail; can you please review the following times and provide your availability?

Date	Time	Availability (Yes/No)
Monday, June 27	2:30pm - 3:30pm	

Tuesday, June 28	9:00am – 10:30am	
Thursday, June 30	10:00am – 11:00am	

If none of these work, please let me know and I can provide additional times.

Thank you!

Sarah Lang
Environmental Planner
sarah.lang@stantec.com
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Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

From:
To: [Bartlett, Isaac](#)
Cc: [Lang, Sarah](#); [Mohammad, Ghazanfar](#); [Hohner, Paula](#); [O'Henly, Regan](#)
Subject: RE: Bramalea EA details
Date: Tuesday, June 28, 2022 3:08:38 PM

Hi Isaac,

Hope things are well.

Just wanted to follow up on the request for the CAD of the proposed ROW and curb? Are architects are still looking for this to allow them to finalize our latest designs for submission.

At the very least we're looking for the information for our side (westside) of the road.

Let me know.

Stay safe,
Esteban Campion

From: Esteban Campion
Sent: Wednesday, June 15, 2022 4:02 PM
To: isaac.bartlett@stantec.com
Cc: Lang, Sarah <Sarah.Lang@stantec.com>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Hohner, Paula <Paula.Hohner@stantec.com>; O'Henly, Regan <Regan.OHenly@stantec.com>
Subject: Bramalea EA details

Hello Isaac,

Hope things are well with you and didn't get caught in any hailstorms they were calling for.

I just wanted to follow up on the information that you provided me with regarding the Bramalea EA. You provided some screenshots of the current design at the intersection of Avondale Road / Bramalea Road. (our project is the proposed residential condominium at 80 Bramalea Rd, the south-west corner of Bramalea Rd / Avondale Rd). Our architect is looking to get a hold of CAD files for this as the small changes in the ROW do have an impact on our building design. I realize that it may not be possible to release much of the data however, even just the information related to the curb and boulevard on the west side of Bramalea Road across our frontage would be beneficial.

In addition to whatever CAD information you are able to provide I just wanted to better understand the proposed changes to the roadway. Let me know if the points below are correct or not:

- No additional general purpose lanes;
- The queue jump lanes will be for transit and right-turning vehicles only.

Queue jump lanes are being recommended for the short section between Avondale Rd and Steeles

Ave, what improvements are being considered outside of this segment?

Stay safe,

Esteban Campion, BAsC.

Transportation Planner

Poulos & Chung Limited

535 Bur Oak Ave. Markham, ON, L6C 2S5

[working remotely – please email]

ecampion@pouloschung.com

From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: [EXTERNAL]80 Bramalea Road - EA 14-3150-111
Date: Friday, January 28, 2022 4:44:55 PM

For filing.
Thanks
Paula

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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From: Nejatian, Soheil <Soheil.Nejatian@brampton.ca>
Sent: Friday, January 28, 2022 4:40 PM
To: Luisa Adamo <ladam@hbng.ca>
Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>
Subject: RE: [EXTERNAL]80 Bramalea Road - EA 14-3150-111

Hi Luisa,

The preliminary design for Bramalea Road is not yet finalized until the EA is filed at which point any property impacts will be identified and all properties impacted will be notified in advance.

At this point, based on the current design which is [subject to further changes](#), I don't foresee any impacts to your property.

In addition, Gord is no longer overseeing this project from Stantec, I've copied Isaac for any future communication. Your contact info will be added to our distribution list and you will be notified of further advancements on the EA.

Thank you and have a great weekend.

Soheil Nejatian

Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton

T: 905.874.5909

From: Goolsarran, Mario <Mario.Goolsarran@brampton.ca>
Sent: 2022/01/28 3:35 PM
To: Luisa Adamo <ladamo@hbng.ca>
Cc: Nejatian, Soheil <Soheil.Nejatian@brampton.ca>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Subject: RE: [EXTERNAL]80 Bramalea Road - EA 14-3150-111

Hi Luisa,
I've copied Soheil and Ghaz to provide comments to your request. They have take this study over fro me as I have change roles at the City.

Regards,

Mario Goolsarran, P. Eng., PMP□□□□
Manager, LRT Implementation
Brampton Transit
Tel: 905.874.2750 x42544
Email: Mario.Goolsarran@brampton.ca



Please note I am currently working remotely due to building occupancy limits during COVID-19. For information on safety, closures and reopening, please visit www.brampton.ca/reopening

From: Luisa Adamo <ladamo@hbng.ca>
Sent: 2022/01/28 2:50 PM
To: Goolsarran, Mario <Mario.Goolsarran@brampton.ca>; gordon.murray@stantec.com
Subject: [EXTERNAL]80 Bramalea Road - EA 14-3150-111

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Hello Mario & Gordon,

We are the purchasers of 80 Bramalea Road. I was looking at your Environmental Assessment Study (attached). Can you please explain how much space you would need if the widening occurred to 6 lanes? Would this affect our property.

Thank you,

Luisa Adamo
Land Development Project Coordinator
T. 905.738.8640. Ext.179
M. 647.619.0166
E. ladamo@hbng.ca

From: [Bartlett, Isaac](#)
To: [O'Henly, Regan](#); [Hohner, Paula](#)
Cc: [Lang, Sarah](#)
Subject: FW: [EXTERNAL]RE: City of Brampton_ EA of Bramalea Road Improvements from Queen Street to south City Limit
Date: Friday, October 7, 2022 4:08:27 PM
Attachments: [image005.png](#)
[image008.png](#)
[image010.png](#)
[Outlook-cid_image0.png](#)

FYI

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

Direct: 519-675-6643
Mobile: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

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From: Cadete, Nelson <Nelson.Cadete@brampton.ca>
Sent: Friday, October 7, 2022 3:25 PM
To: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>; Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>; Zbogar, Henrik <Henrik.Zbogar@brampton.ca>
Subject: Re: [EXTERNAL]RE: City of Brampton_ EA of Bramalea Road Improvements from Queen Street to south City Limit

Hey Ghaz,

Thanks for sharing. I don't think we need to change our proposed approach based on any of the information shared by Mississauga. The recommendation of multi-use paths on both sides of Bramalea Road is consistent with our approach for all arterial road in the City as well as guidance from the City's Compete Streets Guide.

Nelson Cadete
Project Manager, Active Transportation

Transportation Planning, Planning & Development Services

City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2
T 905.874.2552 | F 905.874.2099 | E nelson.cadete@brampton.ca



From: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Sent: September 16, 2022 4:01 PM
To: Cadete, Nelson <Nelson.Cadete@brampton.ca>
Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>; Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>; Zbogar, Henrik <Henrik.Zbogar@brampton.ca>
Subject: RE: [EXTERNAL]RE: City of Brampton_ EA of Bramalea Road Improvements from Queen Street to south City Limit

Hi Nelson, please see below response from COM on their Active Transportation plan south of the point where our jurisdiction ends. Please let me know your thoughts on our proposal about having MUP on both sides in this vicinity.

I will appreciate your response at your earliest (by Tuesday) as our PIC is beginning from Sep.22, if there is any changes you would suggest we should do before going to public.

Thanks,

Ghaz Mohammad, *M.Eng., P.Eng, PMP*
Sr.Project Engineer, Infrastructure Planning

Public Works & Engineering
WPOC, 1975 Williams Parkway
Brampton, ON L6S 6E5
Tel: 905 874 2949
Email: Ghazanfar.mohammad@brampton.ca



From: Jeffrey Reid <Jeffrey.Reid@mississauga.ca>
Sent: 2022/09/16 3:43 PM
To: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>; Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>
Subject: RE: [EXTERNAL]RE: City of Brampton_ EA of Bramalea Road Improvements from Queen Street to south City Limit

Hi Ghaz,

Thank-you for providing the City of Mississauga the opportunity to review and comment on the Bramalea Road improvements.

Below are comments regarding active transportation facilities.

There are no existing cycling facilities along Bramalea Road (from the Mississauga city limit to the south). Bramalea Road is identified in the City's Cycling Master Plan to receive a multi-use trail, from the northern city limit to Derry Road E. However, this corridor is not yet

scheduled for a year as part of our Cycling Capital Program. In the City's Pedestrian Master Plan, Bramalea Road (south of Derry Road E) is identified as "low priority" to receive pedestrian infrastructure. A sidewalk on one side of Bramalea Road, south of Derry Road E has been identified to be implemented as part of a nearby development. The existing pedestrian facilities along Bramalea Road are noted below.

West side

- Curb facing (2.0 m) sidewalk from City limit to 7370 Bramalea Road.
- In-boulevard (1.5 m) sidewalk from 7370 Bramalea Road to Derry Road E.
- No pedestrian infrastructure from Derry Road E to southern road limit.

East side

- Curb facing (2.0 m) sidewalk from City limit to 7355 Bramalea Road.
- In-boulevard (1.5 m) sidewalk from 7355 Bramalea Road to Drew Road.
- Curb facing (1.5 m – 2.0 m) sidewalk from Drew Road to Logistics Drive.
- Asphalt boulevard (2.0 m) from Logistics Drive to Derry Road E.
- No pedestrian infrastructure from Derry Road E to southern road limit.

The City of Mississauga does not have any concerns regarding the proposed multi-use trail (both sides) of Bramalea Road as part of the City of Brampton's Bramalea Road EA Study.

Can I request that the City of Mississauga continue to be informed with the project as it progresses, as well as the project timelines.

Please let me know if you have any questions or concerns.

Thanks,
Jeff



Jeffrey Reid, LET, C.E.T., HBA

Acting Manager, Transportation Projects

T 905-615-3200 ext. 8527

jeffrey.reid@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department

201 City Centre Drive, Suite 800 | Mississauga ON | L5B 2T4



Please consider the environment before printing.

From: Jeffrey Reid

Sent: Tuesday, September 13, 2022 2:39 PM

To: 'Mohammad, Ghazanfar' <Ghazanfar.Mohammad@brampton.ca>

Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>; Parajuli, Bishnu

<Bishnu.Parajuli@brampton.ca>

Subject: RE: [EXTERNAL]RE: City of Brampton_ EA of Bramalea Road Improvements from Queen Street to south City Limit

Hi Ghaz,

The City should be able to provide comments shortly.

Quick Question – when are the Bramalea Road improvements anticipated to be implemented?

Thanks,
Jeff



Jeffrey Reid, LET, C.E.T., HBA

Acting Manager, Transportation Projects

T 905-615-3200 ext. 8527

jeffrey.reid@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department
201 City Centre Drive, Suite 800 | Mississauga ON | L5B 2T4



Please consider the environment before printing.

From: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>

Sent: Thursday, September 8, 2022 1:42 PM

To: Jeffrey Reid <Jeffrey.Reid@mississauga.ca>

Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>; Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>

Subject: RE: [EXTERNAL]RE: City of Brampton_ EA of Bramalea Road Improvements from Queen Street to south City Limit

Hi Jeffrey,

We are doing EA for Improvements of Bramalea Road from Queen Street to south City limit. We are in Phase 3 of Schedule C of EA. We had a TAC-II meeting yesterday in which we presented the attached Slides and the Roll Plan. We will have PIC-2 tentatively in this month.

We want that City of Mississauga be also aware about this project and provide any comments. *In specific, we would like information about any Mississauga plan for improving Active Transportation (peds + bikes) on Bramalea south of point where our jurisdiction ends.* In the attached roll plan you will notice that we are proposing MUP (3m wide) on both sides. We are not widening Bramalea Road to 6 lanes, but will have active transportation, transit and intersection improvements.

We will appreciate any comments at earliest, specifically about stated above (in italics).

Thanks.

Ghaz Mohammad, M.Eng., P.Eng, PMP

Sr.Project Engineer, Infrastructure Planning

Public Works & Engineering
WPOC, 1975 Williams Parkway
Brampton, ON L6S 6E5
Tel: 905 874 2949
Email: Ghazanfar.mohammad@brampton.ca



From: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Sent: 2022/09/08 9:05 AM
To: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Cc: Jeffrey Reid <Jeffrey.Reid@mississauga.ca>
Subject: [EXTERNAL]RE: City of Brampton_ EA of Bramalea Road Improvements from Queen Street to south City Limit

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Hi Ghaz –

Please coordinate with my colleague Jeffrey Reid copied on this email who is the Manager of our Transportation Projects group.

Thanks,
Gino



Gino Dela Cruz, P.Eng.

Capital Project Manager, Rapid Transit Program Office
T 905-615-3200 ext.8769
gino.delacruz@mississauga.ca

[City of Mississauga](#) | Transportation and Works Department,
Infrastructure Planning and Engineering Services Division

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From: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Sent: September 7, 2022 4:21 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: City of Brampton_ EA of Bramalea Road Improvements from Queen Street to south City Limit

Hi Gino, City of Brampton is doing subject EA and wants to contact someone in the City of Mississauga EA group for review of EA related submission for a review and comment. Can

you please suggest who should we send any EA submission for that?
Thanks.

Ghaz Mohammad, *M.Eng., P.Eng, PMP*
Sr.Project Engineer, Infrastructure Planning

Public Works & Engineering
WPOC, 1975 Williams Parkway
Brampton, ON L6S 6E5
Tel: 905 874 2949
Email: Ghazanfar.mohammad@brampton.ca



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Please review the City of Brampton e-mail disclaimer statement at:
<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

From: [Bartlett, Isaac](#)
To: [Esteban Campion](#)
Cc: [Mohammad, Ghazanfar](#); [Hohner, Paula](#); [Lang, Sarah](#); [O"Henly, Regan](#)
Subject: RE: Bramalea EA details
Date: Thursday, March 24, 2022 5:08:03 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi Esteban,

Thanks for reaching out to the team. We are developing the design and are currently reviewing the plan with various agencies before going back out to the public. I have included a snippet of the ongoing proposed improvements adjacent to the Bramalea/Avondale intersection for your information below.

Three items of note are:

1. In order to improve the transit levels of service along the corridor, Queue Jump Lanes are being recommended south of the Avondale/Dearbourne intersection to Steeles Ave. This widening will require additional property, which is currently focused on the east side of the corridor. In addition, bus pads are being recommended to serve the transit needs on both sides of Bramalea Road, which will require additional property outside of the existing road right-of-way.
2. As you are aware, this property currently has a driveway located immediately south of the intersection. This driveway is in an unsafe location and is too close to the intersection under the existing conditions. With the proposed improvements, the driveway safety is further compromised with conflicts with the pedestrian cross walk and falls within the intersection itself, and the driveway access to Bramalea Rd would need to be closed. Property access would remain from Avondale Blvd.
3. The proposed improvements are still undergoing development by various City departments and agencies, and are subject to some change. Any land conveyance requirements identified as part of this Municipal Class EA would be sought as a condition of site plan approval, and as part of this ongoing process, we welcome your input.

Proposed Improvements:

Regards,

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

Direct: 519-675-6643

Mobile: 519-282-3230

Fax: 519-645-6575

isaac.bartlett@stantec.com

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From: Esteban Campion <ecampion@pouloschung.com>

Sent: Tuesday, March 22, 2022 12:31 PM

To: Nejatian, Soheil <soheil.nejatian@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>

Subject: Bramalea EA details

Hello Soheil & Isaac,

Hope you are both faring well.

I'm part of the project team for a proposed residential condominium development at the south-west corner of Avondale Blvd / Bramalea Rd / Dearbourne Blvd.

As part of the comments that we received on our first submission we were directed to contact the team conducting the EA for Bramalea Road to see what if anything we need to include in our transportation assessment from your work.

The project website didn't have any details about the future design of the road; was hoping that you two could provide us with more detail. I see that the 3 most likely scenarios are: improvements to TDM measures, queue jump lanes, and enhanced AT infrastructure. Do you have more details on what these scenarios would entail at our location?

Thank you & stay safe,

Esteban Campion, BASc.

Transportation Planner

Poulos & Chung Limited

535 Bur Oak Ave. Markham, ON, L6C 2S5

[working remotely – please email]

ecampion@pouloschung.com

From: [Mohammad, Ghazanfar](#)
To: [Emma Benko](#); [Lang, Sarah](#)
Subject: RE: [EXTERNAL]RE: Notice of Public Information Centre #2 - City of Brampton, Bramalea Road Improvements, Municipal Class Environmental Assessment
Date: Tuesday, October 4, 2022 10:25:11 AM
Attachments: [image006.png](#)

Thanks Emma, sure we will provide you SWM report when ready.

Regards,

Ghaz Mohammad, *M.Eng., P.Eng, PMP*
Acting Manager, Infrastructure Planning

Sr. Project Engr., Public Works & Engineering
WPOC, 1975 Williams Parkway
Brampton, ON L6S 6E5
Tel: 905 874 2949
Email: Ghazanfar.mohammad@brampton.ca



From: Emma Benko <emma.benko@trca.ca>
Sent: 2022/10/04 9:24 AM
To: Lang, Sarah <sarah.lang@stantec.com>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Subject: [EXTERNAL]RE: Notice of Public Information Centre #2 - City of Brampton, Bramalea Road Improvements, Municipal Class Environmental Assessment

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Good morning Sarah and Ghaz,

Thank you for including TRCA staff in the PIC #2 circulation. Staff have no comments, we look forward to reviewing the technical studies.

Thank you,

Emma Benko (She/Her)
Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: [\(437\) 880-2422](tel:(437)880-2422)

E: emma.benko@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Lang, Sarah <Sarah.Lang@stantec.com>

Sent: Thursday, September 22, 2022 10:33 AM

Cc: Mohammad, Ghazanfar <ghazanfar.mohammad@brampton.ca>; Bartlett, Isaac <isaac.bartlett@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>

Subject: Notice of Public Information Centre #2 - City of Brampton, Bramalea Road Improvements, Municipal Class Environmental Assessment

Hello,

Please see the attached Notice of Public Information Centre (PIC) #2 for the City of Brampton, Bramalea Road Improvements, Municipal Class Environmental Assessment study. The study is evaluating and identifying improvements to Bramalea Road from Queen Street East to the south City limit.

The second PIC is being held through the City of Brampton's website. **The PIC materials will be available for review on the City's website from September 22, 2022 to October 21, 2022.**

City of Brampton Website: www.brampton.ca/BramaleaEA

Please contact a member of the project team identified on the attached Notice if you have any questions, comments or concerns.

Thank you,

Sarah Lang

Environmental Planner

sarah.lang@stantec.com

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<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

From: [Bartlett, Isaac](#)
To:
Cc: Ghazanfar.Mohammad@brampton.ca
Subject: RE: Comments - Bramalea Road Corridor Improvements
Date: Tuesday, October 25, 2022 4:36:58 PM

Hi Annemarie,

Thank-you for participating in the Bramalea Road Improvements EA study and for providing your input. From your comments, I understand that you have concerns with the proposed improvements and how it relates to transit usage. Our project team included staff from the Brampton Transit, who provided input into the proposed lane widths. It was their recommendation to implement the wider 3.5 m outside lane for the buses compared to using the narrower 3.3 m lane. For the intersection locations with proposed queue jump lanes, you are correct that transit priority signals will be used.

We are happy to discuss things further if you like, or to discuss any additional comments that you may have.

Thanks,

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

Direct: 519-675-6643
Mobile: 519-282-3230
Fax: 519-645-6575
isaac.bartlett@stantec.com

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From: Annemarie Esvelt
Sent: Thursday, October 20, 2022 10:05 AM
To: Ghazanfar.Mohammad@brampton.ca
Cc: Bartlett, Isaac <isaac.bartlett@stantec.com>
Subject: Comments - Bramalea Road Corridor Improvements

Hello,

I would like to comment on the recent presentation for the Bramalea Road corridor improvements. I use Bramalea Road almost daily as I commute to the GO Station and I have family in the D section, and shop in the area. I use the road as a car driver, as well as a passenger on both GO and Brampton transit.

These are my concerns:

1. Width of lanes – I was a passenger in the #36B double decker GO bus on Tuesday, September 6th when we were side swiped by a truck travelling south on Bramalea Road at 6 am, just outside the new entrance to the GO station. That truck removed the driver side mirror from

the passenger bus and kept going on its merry way. These transit buses are wide. If you decide to narrow the lanes to force drivers to be more cautious, how can you guarantee the safety of passengers and drivers from more incidents like this?

2. Queue jump lanes for transit – will these lanes result in separate traffic signals for transit? My concern revolves around cars wanting to turn right on red in this situation, either colliding with the transit, or injuring pedestrians crossing on a green because they can't see the pedestrians

From: [Bartlett, Isaac](#)
To:
Cc: [Mohammad, Ghazanfar](#)
Subject: Bramalea Road Improvements EA Study Comments
Date: Friday, October 7, 2022 4:07:29 PM

Good afternoon,

Thank-you for participating in the Bramalea Road Improvements EA study and for providing your input. From your comments, I understand that you have concerns with further traffic delays, the lack of sidewalks at the south end of the study area, a risk of collisions, the condition of the road surface, the lack of street trees and some safety issues. Can you please elaborate on these topics and the specific concerns that you have? We are happy to set up a meeting together where we can review and discuss the project plans with you if you like.

Regarding trees, the goal of the project would be to preserve as many trees as possible. Impacts to the trees can come from the proposed infrastructure, new utility alignments, and impacts from excavations to install underground services. The proposed design includes narrowing the lanes and widening the boulevard where possible, which minimizes the impacts to the existing trees. The section between Dearbourne Blvd and Steeles Ave recommends widening, so tree impacts in this section would be more substantial and those trees would need to be replaced. South of Steeles Ave, there are very few trees, those these would mostly be able to be preserved.

As part of the consultation process, the Project Team is in contact with the local utilities who are reviewing the scenarios of relocating the overhead hydro lines versus burying the lines. This will be reviewed and incorporated during the detail design phase of the project.

Again, thank-you for your input and let me know if you would like to discuss the project in further detail.

Isaac Bartlett P. Eng., ENV SP
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From: [Bartlett, Isaac](#)
To:
Cc: [Mohammad, Ghazanfar](#)
Subject: Bramalea Road EA PIC-2 response
Date: Friday, November 4, 2022 6:04:49 PM

Good evening,

Thank-you for participating in the Bramalea Road Improvements EA study and for providing your input. From your comments, I understand that you are wondering if roundabouts were considered as replacement for any of the intersections along Bramalea Road. In order to accommodate a multi-lane roundabout, significant property impacts would be required at any of the intersections that would be converted over. Considering the acceptable level of service with the existing traffic signal controls, the implementation of roundabouts within the corridor would not be deemed feasible due to the corridor impacts.

The islands at both Queen Street East and at Steeles Avenue were discussed at length with the Region of Peel, who have jurisdiction over the two intersections. The recommended plan will include the implementation of "smart channels", which will improve both the driver sightlines and increase the overall pedestrian and cyclist refuge area on these islands. The island configuration will be finalized to the new Regional standard during the detailed design phase.

If you have any question or would like a follow-up discussion, please feel free to reach out.

Regards,

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

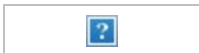
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From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Metrolinx Comments - Bramalea Road EA
Date: Tuesday, October 25, 2022 8:39:02 AM
Attachments: [image001.png](#)

For filing and adding to communication table for EA.

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
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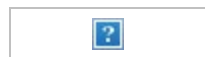
From: Bartlett, Isaac <isaac.bartlett@stantec.com>
Sent: Monday, October 24, 2022 2:59 PM
To: Hohner, Paula <Paula.Hohner@stantec.com>
Subject: FW: Metrolinx Comments - Bramalea Road EA

FYI

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

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From: Derek Brunelle <Derek.Brunelle@metrolinx.com>
Sent: Friday, October 21, 2022 4:34 PM
To: Bartlett, Isaac <isaac.bartlett@stantec.com>
Cc: sarah.lang@stantec.ca
Subject: Metrolinx Comments - Bramalea Road EA

Hi Isaac,

At this time, comments from Metrolinx are as follows:

1. With regards to the Steeles-Bramalea intersection: Metrolinx has property along the south-west area. Please ensure that Metrolinx is copied on future iterations to ensure that there are no impacts to our lands. Further, Metrolinx may require agreements for works occurring adjacent to this space.
2. For the rail overpass section: please note that Metrolinx and CN will require flagging and other protective measures during construction.

Thank you

Derek

Derek Brunelle, MES, RPP

Project Manager

Third Party Projects Review

Capital Projects Group

Metrolinx | 20 Bay Street | Suite 600 | Toronto | Ontario | M5J 2W3

T: 416-202-0924 M: 647-221-1260



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From: [Bartlett, Isaac](#)
To:
Cc: [Mohammad, Ghazanfar](#)
Subject: Bramalea Road EA PIC-2 response
Date: Friday, November 4, 2022 6:02:49 PM

Good evening,

Thank-you for participating in the Bramalea Road Improvements EA study and for providing your input. From your comments, I understand that you are in favour of the implementation of cross rides and bike signals. Cross rides have been shown on the plan where the multi-use pathway crosses through an intersection. Cross rides are also being included at the intersections with Queen Street East and with Steeles Avenue with the smart channels and intersection design. Bike signals will be included during the detail design phase. The multi-use pathway has been designed to go around the bus shelters where possible, though the constraints of the corridor have required some modifications to the standard bus stop layout, including localized narrowing of the multi-use pathway. The pathway will be unobstructed of other obstacles and infrastructure.

If you have any question or would like a follow-up discussion, please feel free to reach out.

Regards,

Isaac Bartlett P. Eng., ENV SP
Sr. Associate, Transportation

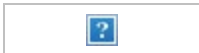
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From: [Bartlett, Isaac](#)
To:
Cc: [Mohammad, Ghazanfar](#)
Subject: Bramalea Road Improvements EA Study Comments
Date: Friday, October 7, 2022 4:07:29 PM

Good afternoon,

Thank-you for participating in the Bramalea Road Improvements EA study and for providing your input. From your comments, I understand that you cannot view the alternative routes. The recommended plan outlines the improvements to the Bramalea Road corridor, which was developed from the alternatives presented at the first PIC. This information can also be found on the website <https://www.brampton.ca/EN/residents/Roads-and-Traffic/Planning-and-Projects/Pages/Bramalea-Rd.aspx>. Are you looking for something other than what has been shown? Please let me know and I'll be happy to help.

Isaac Bartlett P. Eng., ENV SP
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