

# WELCOME

Public Information Centre

## **Denison Avenue**

From Park Street to Mill Street

Municipal Class Environmental Assessment (Schedule B)

September 19, 2019

6:30PM to 8:00PM

Please sign in so that we are able to provide you with any future study updates.

# Purpose of this Public Information Centre

This PIC has been arranged to:

- Introduce the study to the public;
- Provide background context and information;
- Present the Need and Justification for the extension of Denison Avenue between Park Street and Mill Street;
- Present alternative solutions and identify the preferred planning solution;
- Present the process for assessing and evaluating alignment alternatives for the Denison Avenue extension;
- Present the preliminary preferred design alternative;
- Obtain public input and comments; and,
- Identify the next steps in the process

# Study Overview

The purpose of this study is to conduct a **Schedule “B” Class Environmental Assessment** for the extension of **Denison Avenue** between Mill Street and Park Street.

The extension of Denison Avenue was identified in the City of Brampton’s 2016 Transportation Master Plan.

The main objectives of the study are the following:

- Complete Phases I & II of the Municipal Class EA process;
- Consider a range of alternatives and their impacts on a number of criteria;
- Evaluate preliminary preferred designs; and,
- Encourage participation from the public, stakeholders and affected parties throughout the study process and address public comments.
- Complete Environmental Assessment and file Environmental Project Report for public review



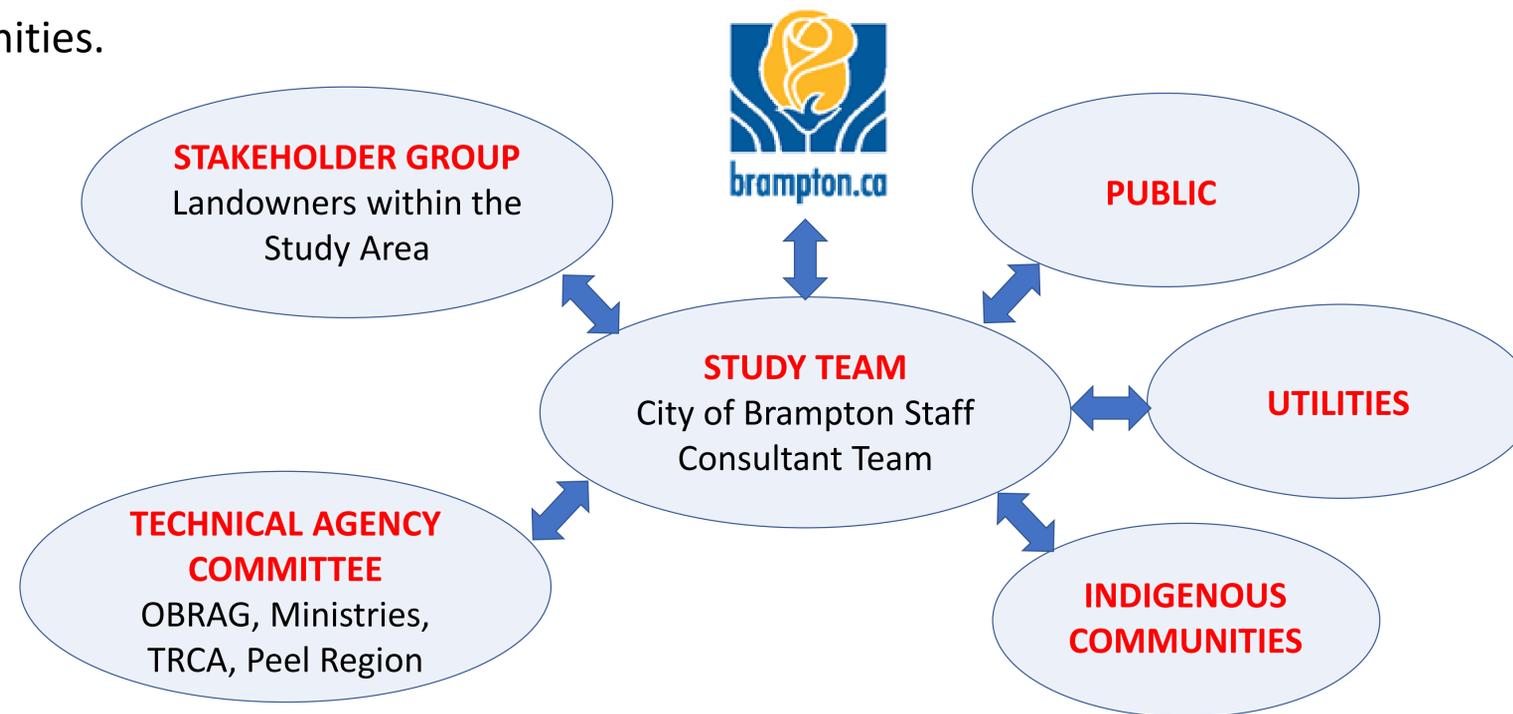
# Public Consultation

Public Consultation is an essential part of the decision making process.

Opportunities to provide your input are not limited to this PIC or any other milestones. You can provide input to the study team at any point throughout the study.

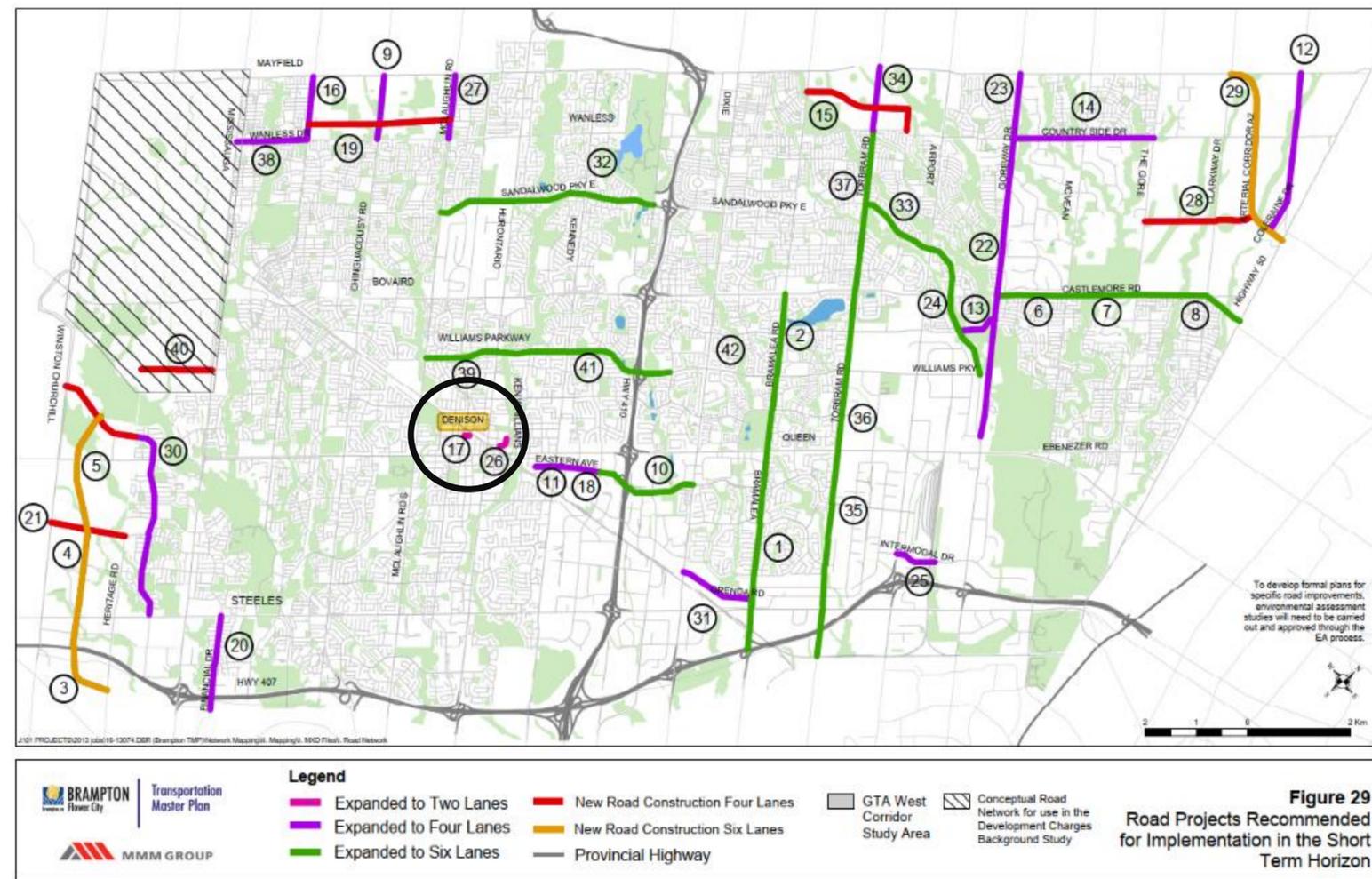
The Study Team recognizes that there are many different interests within our study area. Our Public Consultation program includes outreach to the following groups:

- Stakeholder Group (directly affected landowners within the Study Area);
- Technical Agency Committee (including Orangeville-Brampton Rail, various Ministries, TRCA and Region of Peel);
- Utilities; and,
- Indigenous Communities.



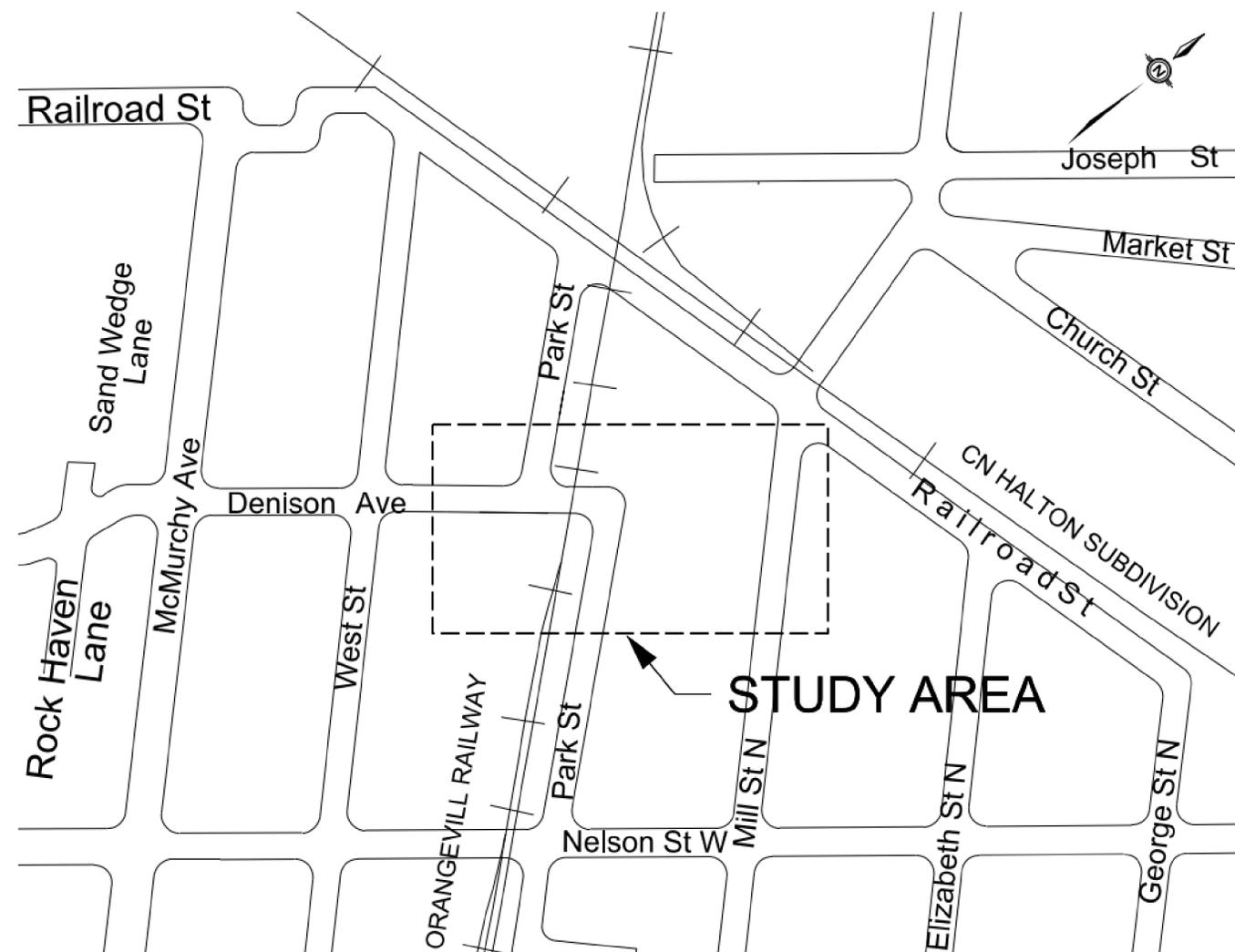
# Background – Transportation Master Plan

The City of Brampton's 2015 Transportation Master Plan (TMP) identified the extension of Denison Avenue between Park Street and Mill Street as a Short Term Horizon goal (to be constructed by 2021).



# Background – Area Overview

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



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

# Problem & Opportunity Statement

The following Problem and Opportunity Statement was prepared for the project:

To further explore the recommendation as provided in the City's 2015 Transportation Master Plan to extend Denison Avenue between Park Street and Mill Street with the following goals;

- Improving neighbourhood connectivity and moving people safely and efficiently through the Brampton downtown core, including new active transportation infrastructure;
- Accommodating existing and future area development and changes to land use;
- Meeting area transportation network demands of increasing population and employment growth; and,
- Minimizing impacts to existing Built Cultural Heritage resources within the Study Area.

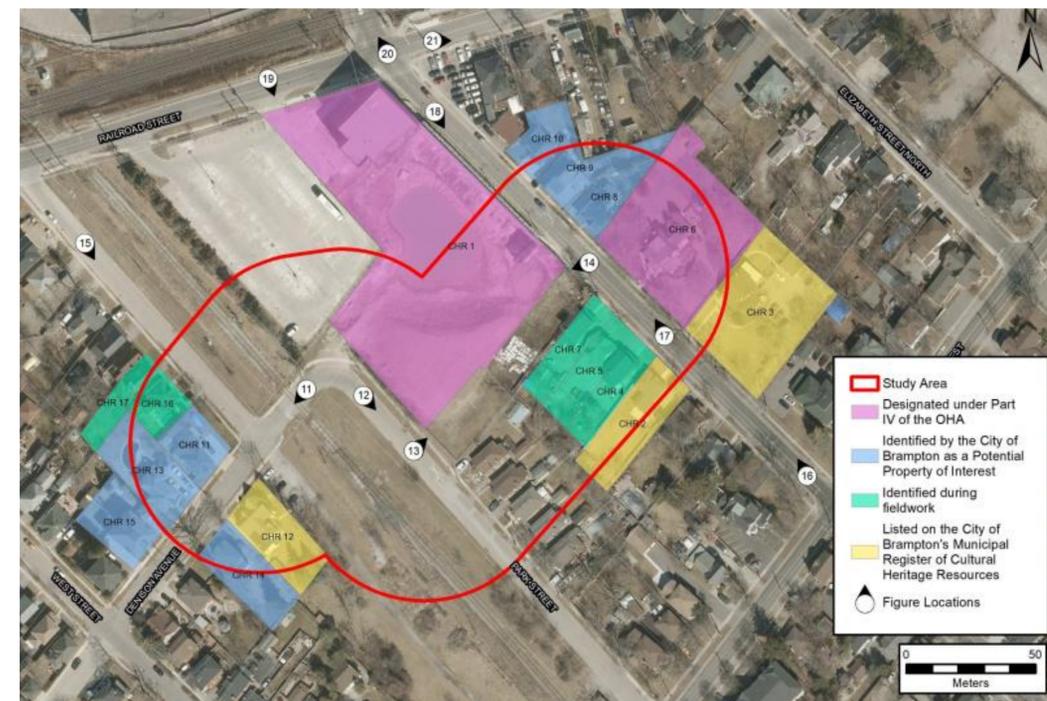
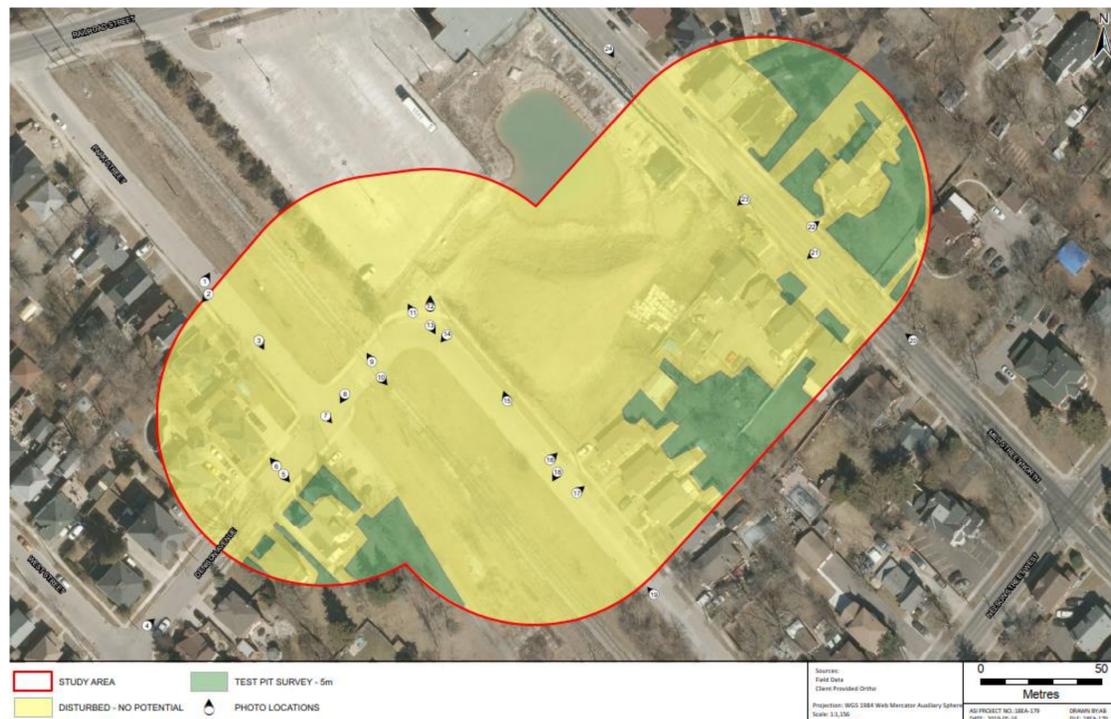
# Existing Conditions – Archaeology and Built Cultural Heritage

## Stage I Archaeological Assessment

- The majority of the study area had no potential archeological impact
- Based on the preliminary preferred alternative there are no areas of archaeological potential (shown in green) that would be impacted.

## Built Cultural Heritage Assessment

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

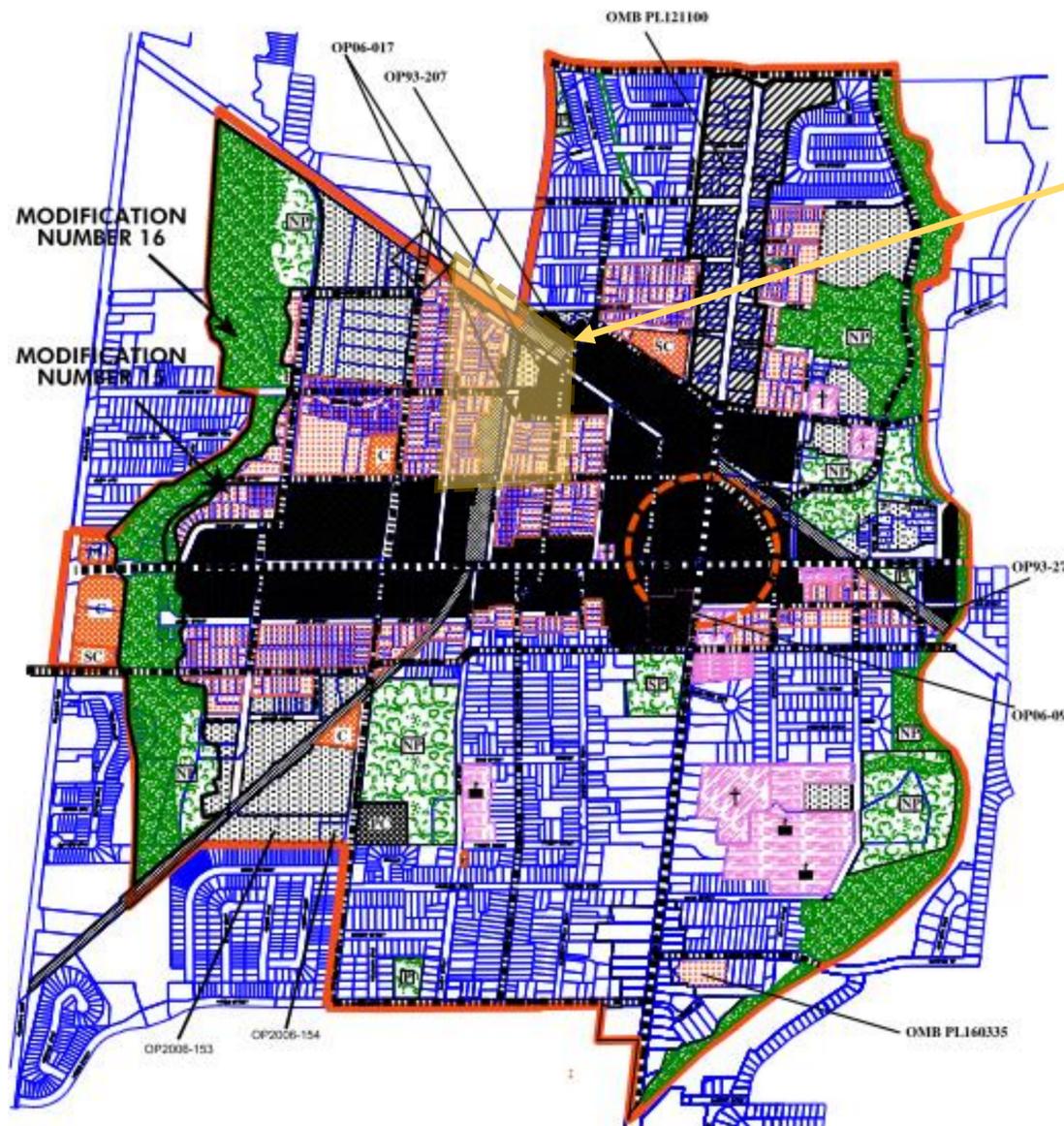


**Denison Avenue, Park Street to Mill Street**  
Municipal Class Environmental Assessment

# Existing Conditions – Socio-Economic

## Socio-Economic

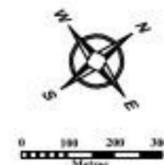
- The study area is located within the Downtown Brampton Secondary Plan Area (Area 7)
- Land use within the study area includes;
  - Development of 387 unit mixed-use condominium development on the 45 Railroad Street site (ongoing)
  - GO Transit station
  - Residential single unit detached homes



Denison Avenue  
EA Study Area

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

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



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

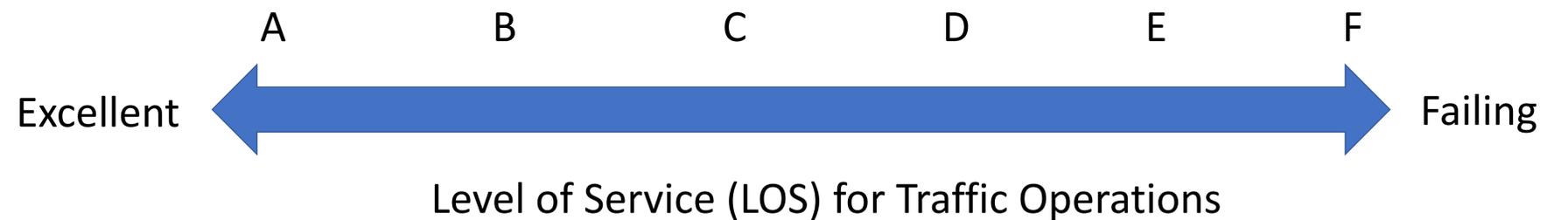
# Transportation Study

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

## Analysis of Area Intersections

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

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



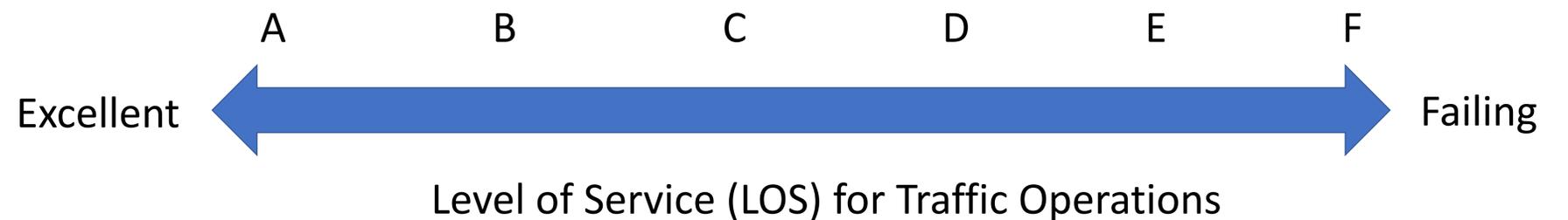
# Transportation Study

- Individual Road Sections within the Study Area were also analyzed;
- It was identified that pedestrian operations for all road segments is poor. The reasons for the poor ratings included the following:
  - Area of existing sidewalk widths < 1.5m
  - Areas of sidewalk discontinuity

Analysis of Area Road Segments

Road Name	Existing Conditions			Future Conditions 2031 (without Denison Ave Ext)			Future Conditions 2031 (with Denison Ave Ext)			Future Conditions 2041 (without Denison Ave Ext)			Future Conditions 2041 (with Denison Ave Ext)		
	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS	ALOS (AM/PM)	BLOS	PLOS
Denison Ave. (Park Street to West Street)	A/A	B	F	A/A	B	F	A/A	B	F	A/A	B	F	B/A	B	F
Park Street (Railroad Street to Denison Ave.)	B/B	B	F	C/C	B	F	C/C	B	F	F/D	B	F	C/C	B	F
Railroad Street (West Street to Mill Street)	C/C	B	F	F/F	B	F	F/F	B	F	F/F	B	F	F/F	B	F
Mill Street (Nelson Street to Railroad Street)	B/B	B	F	D/D	B	F	C/C	B	F	F/F	B	F	F/F	B	F
West Street (Railroad Street to Nelson Street)	A/A	B	F	A/A	B	F	A/A	B	F	A/A	B	F	A/A	B	F
Nelson Street (West Street to Mill Street)	B/B	B	F	F/E	B	F	D/D	B	F	F/F	B	F	F/F	B	F

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



# Review of Alternative Solutions

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

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

## **Alternative #1 – “Do-Nothing”**

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

## **Alternative #2 – Improve Parallel Routes**

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

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

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

# Evaluation of Design Alternatives

Score	Impact Ranking Scale
○	High Impact
◐	Medium Impact
◑	Low Impact/Neutral After Mitigation
◒	No Adverse Impacts for this Criterion
◓	Beneficial Impact/Ideal Conditions

Score	Impact Ranking Scale
○	Least Preferred (Highest Impact)
◐	
◑	
◒	
◓	Most Preferred (Least Impact)

Potential Impacts	Design Alternatives				
	Alternative #1	Alternative #2	Alternative #3		
Description	Realignment at South End of 45 Railroad Street Property	Realignment West of Park, Across OBG Rail Line	Extension of Denison straight through 45 Railroad St. Property		
Natural	1.1 Potential Impacts on Terrestrial and/or Aquatic Features (proximity to habitat features)	●	●	●	
	1.2 Potential for Impacts to Confirmed Species at Risk (SAR) and/or Significant Wildlife Habitat (SWH)	●	●	●	
	2.1 Property Impacts (Existing Residential, Commercial and/or Industrial Properties)	●	○	○	
Social/Economic	2.2 Impact to Future Development Plans	●	○	○	
	2.3 Consistency with Planning Policies	●	●	●	
	2.4 Access (Existing and Future Land Uses)	●	●	●	
	2.5 Neighbourhood Connectivity	●	●	●	
	2.6 Noise	○	○	○	
	2.7 Air Quality	None of the alternatives would have any impact on existing noise or air quality.			
	2.8 Climate Change	●	●	●	
	Cultural Environment	3.1 Archaeology	●	○	○
		3.2 Built Heritage	●	○	○
	Technical	4.1 Local Transportation Network and Operations	●	●	●
4.2 Traffic Safety		○	●	●	
4.3 Provisions for Active Transportation		●	●	●	
4.5 Design Criteria and Geometrics		●	●	●	
4.6 Orangeville-Brampton Rail Line Crossing		○	○	○	
4.7 Storm Water Management/Drainage		●	●	●	
4.8 Utilities		○	○	○	
Cost and Construction		5.1 Estimated Construction Cost	○	○	○
	5.2 Property Costs (see also Property under Socio-Economic Impacts)	○	○	○	
	5.3 Construction Staging	○	○	○	
Summary	Preferred	Not Preferred	Not Preferred		
Reasoning	Option #1 provides an improvement on neighbourhood connectivity, active transportation facilities and access while avoiding major impacts to existing residential properties and/or proposed developments.	Option #2 provides improvement on neighbourhood connectivity, active transportation facility and access. However, the identified impacts to existing residential properties and the Orangeville-Brampton rail line at-grade crossing are significant and a significant cost. As such, this option is not preferred.	Option #3 provides improvement on neighbourhood connectivity, active transportation facility and access. Option #4 also represents the ideal alignment for the Denison Avenue Extension. However, the identified impact to the proposed 45 Railroad Street development would be significant and require a complete redesign of that project at significant expense.		

# Review of Alternative Designs for Denison Avenue Extension

Once the preferred Solution to extend Denison Avenue was selected a number of Design Options for the extension were developed, reviewed and evaluated.

## Alternative #1 – Extension at South End of 45 Railroad Street Development

- Utilizes proposed extension of Denison Avenue at south end of the 45 Railroad Street property
- This alignment is conceptualized into the current site plan of 45 Railroad Street

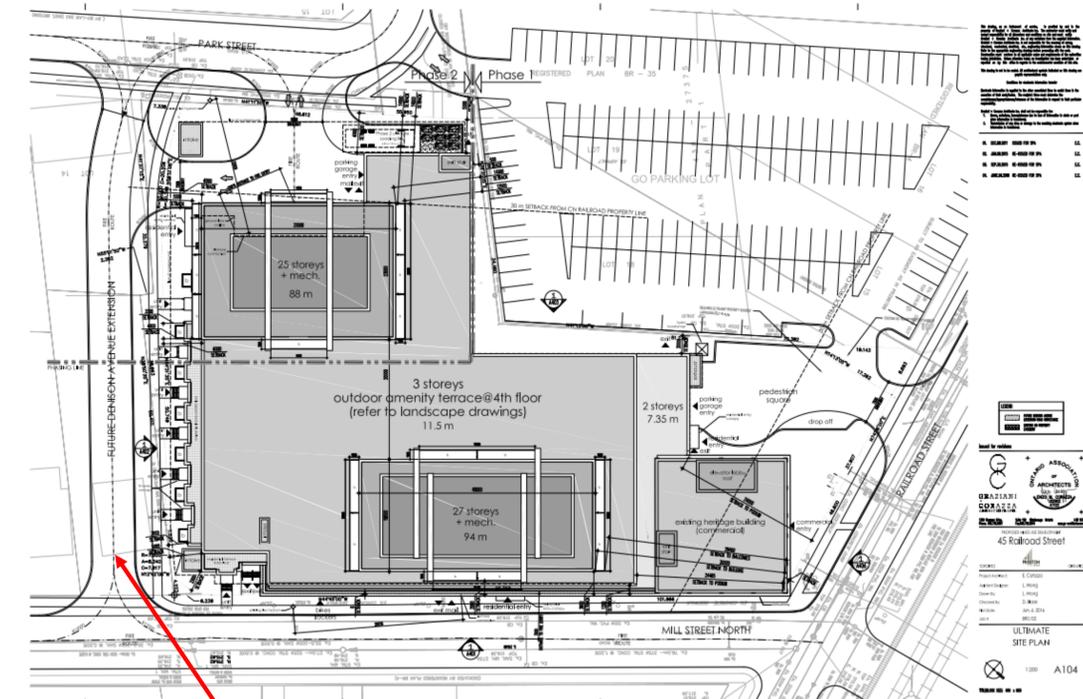
## Alternative #2 – Extension at South End of 45 Railroad Street with Realignment West of Park Street

- Utilizes proposed extension of Denison Avenue at south end of the 45 Railroad Street property
- Re-alignment of Denison Avenue west of Park Street to improve roadway geometrics
- New at-grade crossing of rail line, crossing angle compliant with Transportation Canada guidelines (70° to 110°)

## Alternative #3 – Extension through Middle of 45 Railroad Street Development

- Extends Denison Avenue straight through the 45 Railroad Street Development in a more “typical” alignment

## 45 Railroad Street Site Plan



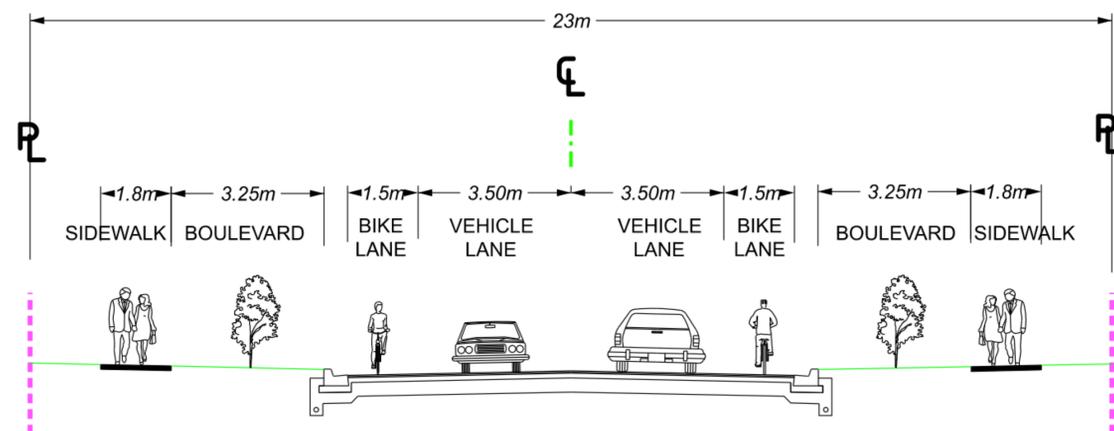
Denison Extension

# Review of Alternative Designs for Denison Avenue Extension

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

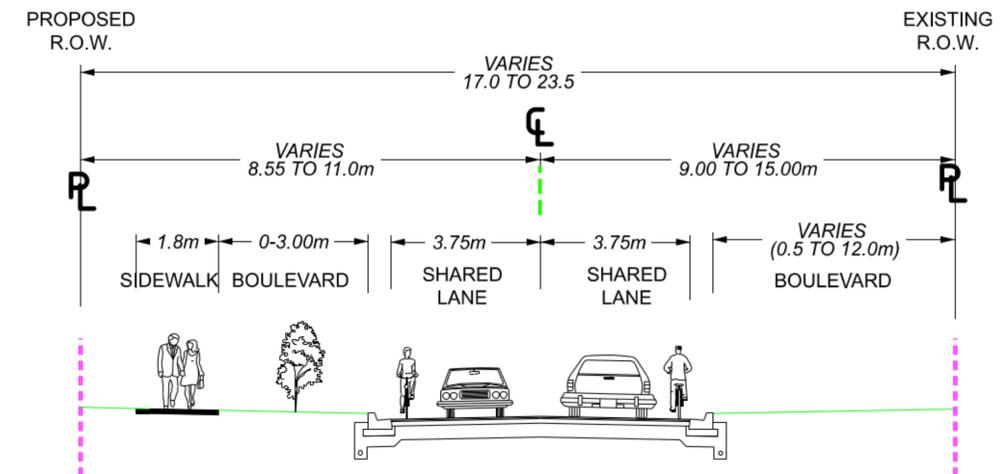
- The City's Standard Cross-Section for a Minor Collector Roadway has the following;
  - 23 m wide Right-of-Way (ROW)
  - 1.5m wide on-road bike lanes on both sides
  - 1.8m sidewalks on both sides
  - 3.25m width boulevard
- The Preliminary Preferred Cross-Section is a modified version of the City Standard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

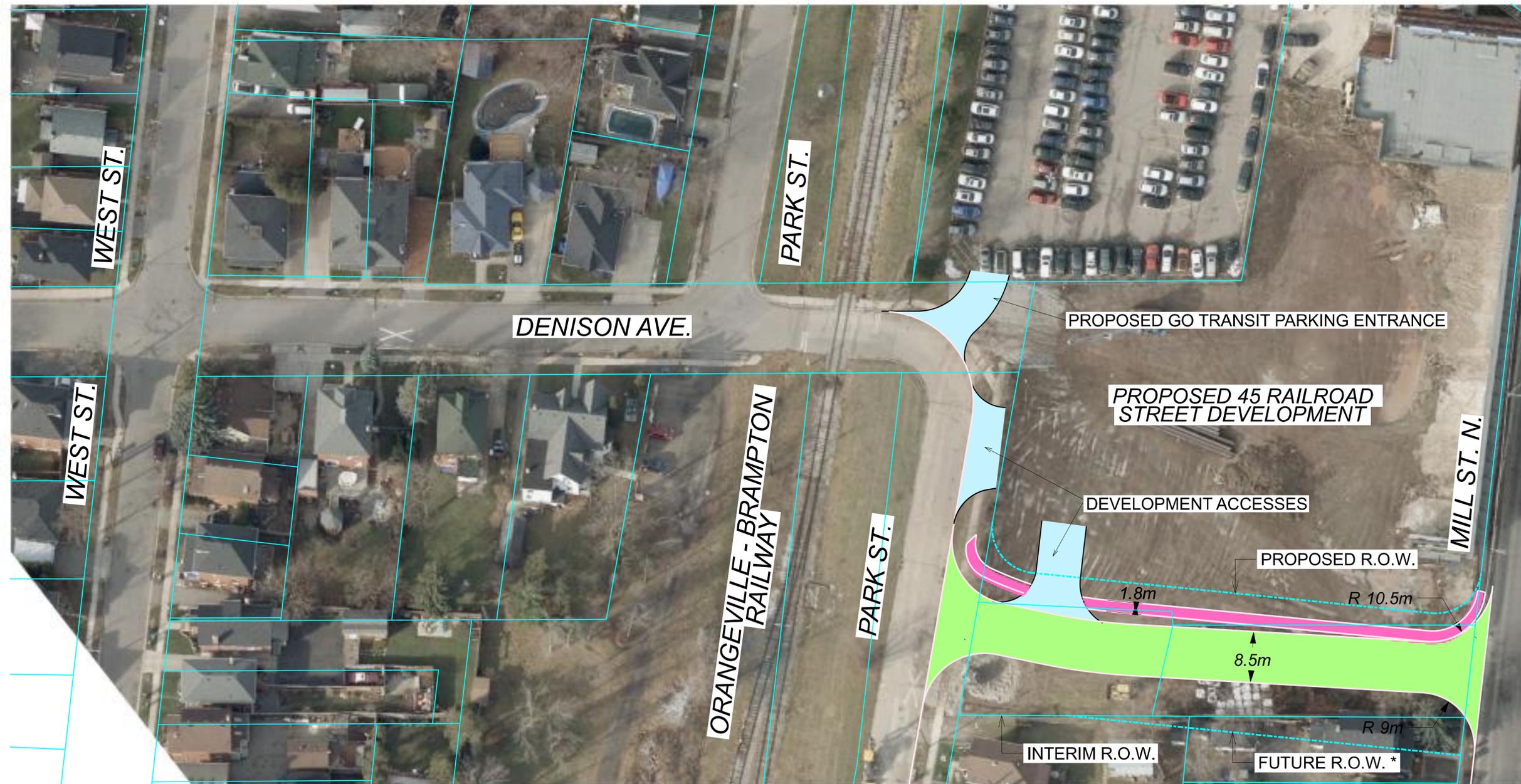
### City of Brampton Standard Cross-Section



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

### Preliminary Preferred Typical Cross-Section

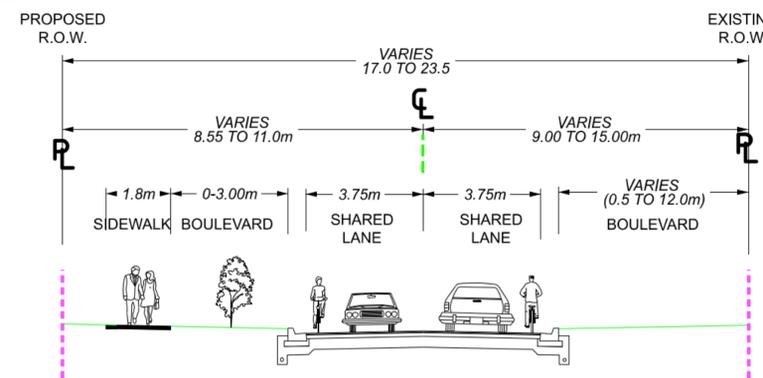




**LEGEND**

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

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





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

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**DENISON AVENUE EXTENSION**  
EA STUDY

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**ALTERNATIVE DESIGN 1**

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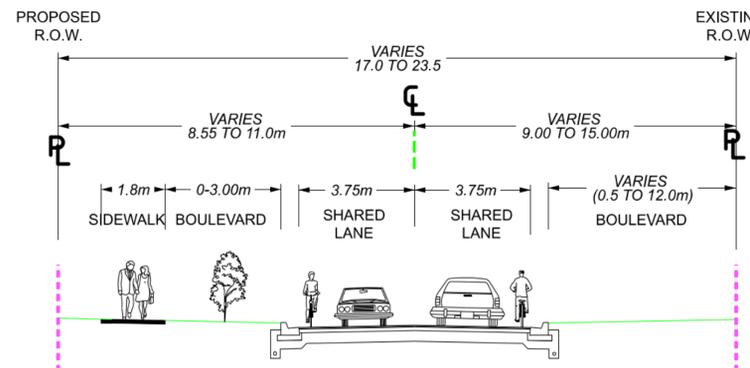
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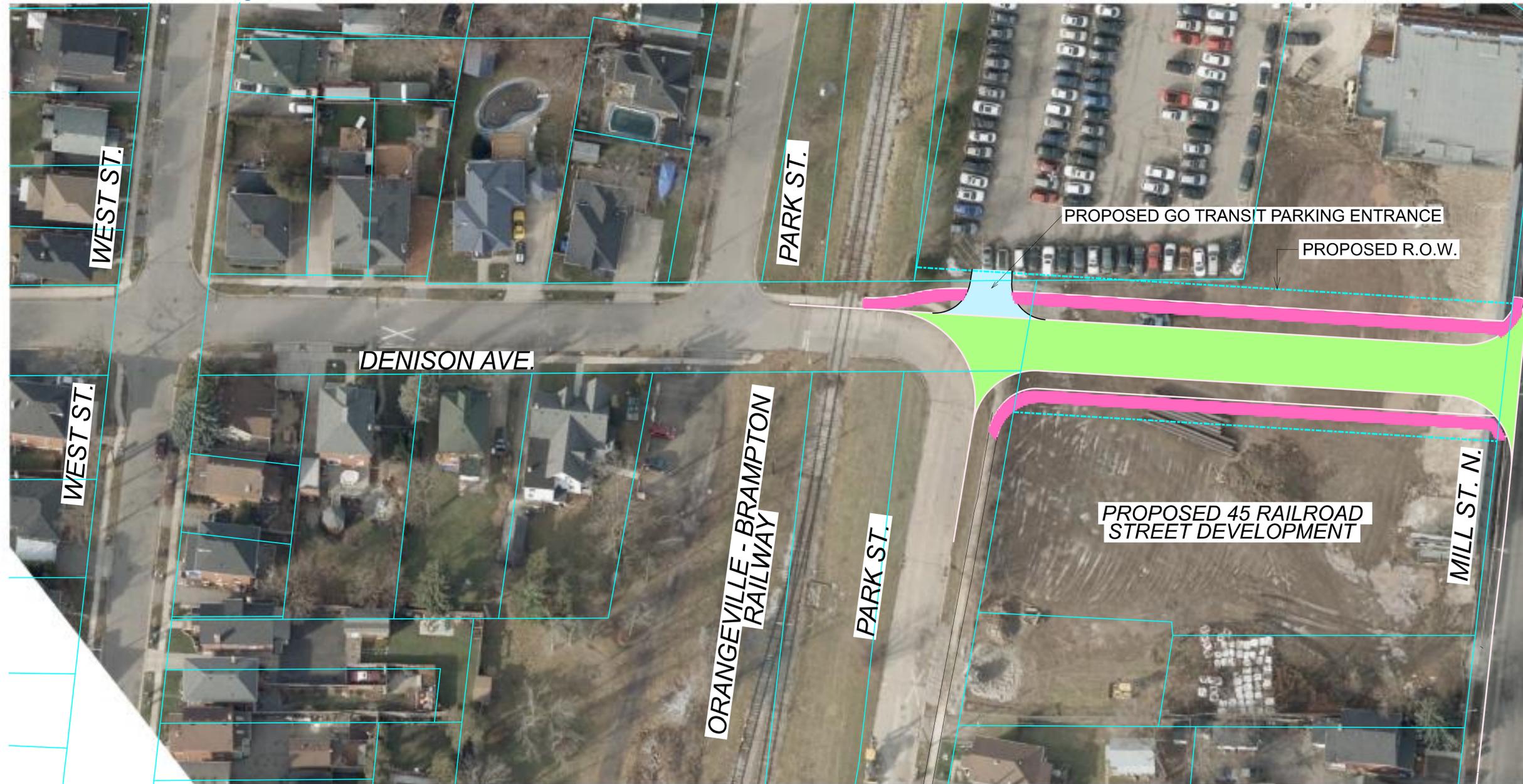


**LEGEND**

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

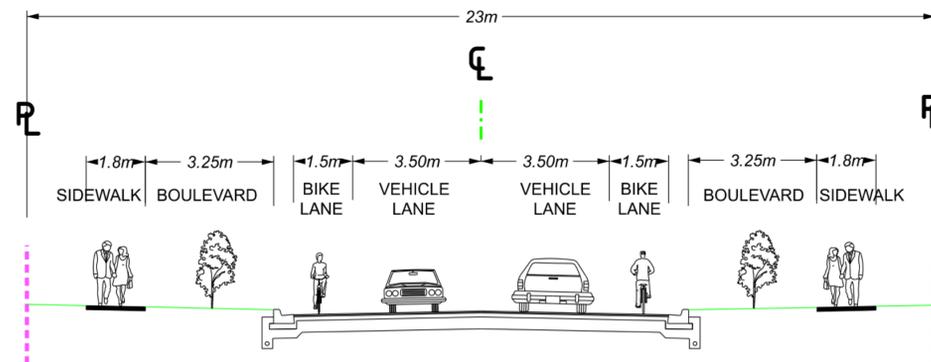
\* FUTURE R.O.W. WOULD BE SUBJECT TO FUTURE DEVELOPMENT APPLICATION(S) AND PROPERTY ACQUISITION.





**LEGEND**

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



# Evaluation of Alternative Solutions

Score	Impact Ranking Scale
○	High Impact
◐	Medium Impact
◑	Low Impact/Neutral After Mitigation
◒	No Adverse Impacts for this Criterion
●	Beneficial Impact/Ideal Conditions

Score	Impact Ranking Scale
○	Least Preferred (Highest Impact)
◐	↕
◑	
◒	
●	Most Preferred (Least Impact)

Potential Impacts		Alternative Solutions			
		Alternative #1	Alternative #2	Alternative #3	
Description		"Do-Nothing"	Improve Parallel Routes	Extension of Denison Avenue Roadway including Active Transportation Improvements	
		Maintain Denison Avenue/Park Street/Mill Street with no improvements other than regular maintenance	Add traffic and active transportation capacity to adjacent parallel roads (Railroad Street, Nelson Street)	Construction of an extension of Denison Avenue between Park Street and Mill Street and active transportation infrastructure to support pedestrian and cyclist modes of transportation.	
Natural	1.1	Potential Impacts on Terrestrial and/or Aquatic Features (proximity to habitat features)	●	◐	◐
	1.2	Potential for Impacts to Confirmed Species at Risk (SAR) and/or Significant Wildlife Habitat (SWH)	●	◐	◐
Social/Economic	2.1	Property Impacts (Existing Residential, Commercial and/or Industrial Properties)	●	◐	◐
	2.2	Impact to Future Development Plans	●	◐	◐
	2.3	Consistency with Planning Policies	○	○	●
	2.4	Access (Existing and Future Land Uses)	●	◐	◐
	2.5	Neighbourhood Connectivity	○	○	●
	2.6	Noise	●	●	●
	2.7	Air Quality	●	●	●
	2.8	Climate Change	●	●	●
Cultural Environment	3.1	Archaeology	●	◐	◐
	3.2	Built Heritage	●	◐	◐
Technical	4.1	Local Transportation Network and Operations	◐	◐	◐
	4.2	Traffic Safety	○	○	●
	4.3	Provisions for Active Transportation	○	◐	●
	4.4	Design Criteria and Geometrics	○	○	●
Costs	5.1	Estimated Capital Cost	●	○	○
Summary		Not Preferred	Not Preferred	Preferred	
Discussion		<ul style="list-style-type: none"> <li>Eliminated from further consideration</li> <li>Is not consistent with goals identified in the City of Brampton's Transportation Master Plan and the goal of improving neighbourhood connections, active transportation facilities and connections to local transit infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Eliminated from further consideration</li> <li>Is not consistent with goals identified in the City of Brampton's Transportation Master Plan and the goal of improving neighbourhood connections, active transportation facilities and connections to local transit infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Recommended as a Preferred Solution</li> <li>Consistent with goals of the City's Transportation Master Plan and goal of improving neighbourhood connections, active transportation facilities and additional local network transportation capacity</li> </ul>	

# Next Steps

The next steps for the Class Environmental Assessment Study are:

- Review comments and suggestions received from the public and agencies and incorporate into the study, as appropriate and respond to written questions and comments as requested;
- Confirm the Preliminary Preferred Design Alternative for the Denison Avenue Extension
- Carry out the preliminary design for the Denison Avenue Extension
- Complete additional technical studies including an Illumination Report, Stormwater Management Report and Phase I Environmental Site Assessment
- Completion and filing of the Environmental Project Report by December 2019 for 30 day public review

# Please Provide Your Feedback

## Thank you for attending the Public Information Centre.

Public Input is an essential component of the decision-making process.

Please provide us with any comments you have relating to the study and the information presented tonight by completing a comment sheet tonight or by Friday October 4, 2019.

If you have any questions or comments after tonight's meeting, please contact either of the following:

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