



Rest Acres Road, Highway 403 to King Edward Street
Class Environmental Assessment Addendum

An aerial photograph showing a landscape with agricultural fields, a highway interchange, and residential areas. The text "Appendix A to E" is overlaid in the center of the image.

Appendix A to E

Prepared for: The County of Brant

January 2018

Appendix A - Traffic Analysis Memorandum

MEMORANDUM

TO: File	DATE: January 8, 2018
FROM: Daniel Riendeau	PROJECT #: 16-037
PROJECT: Rest Acres Road EA Addendum	
SUBJECT: Traffic Analysis, Revision 1	

1. Introduction

The County of Brant has initiated an Environmental Assessment (EA) addendum for the widening of Rest Acres Road between Highway 403 and King Edward Street as presented in **Figure 1**.

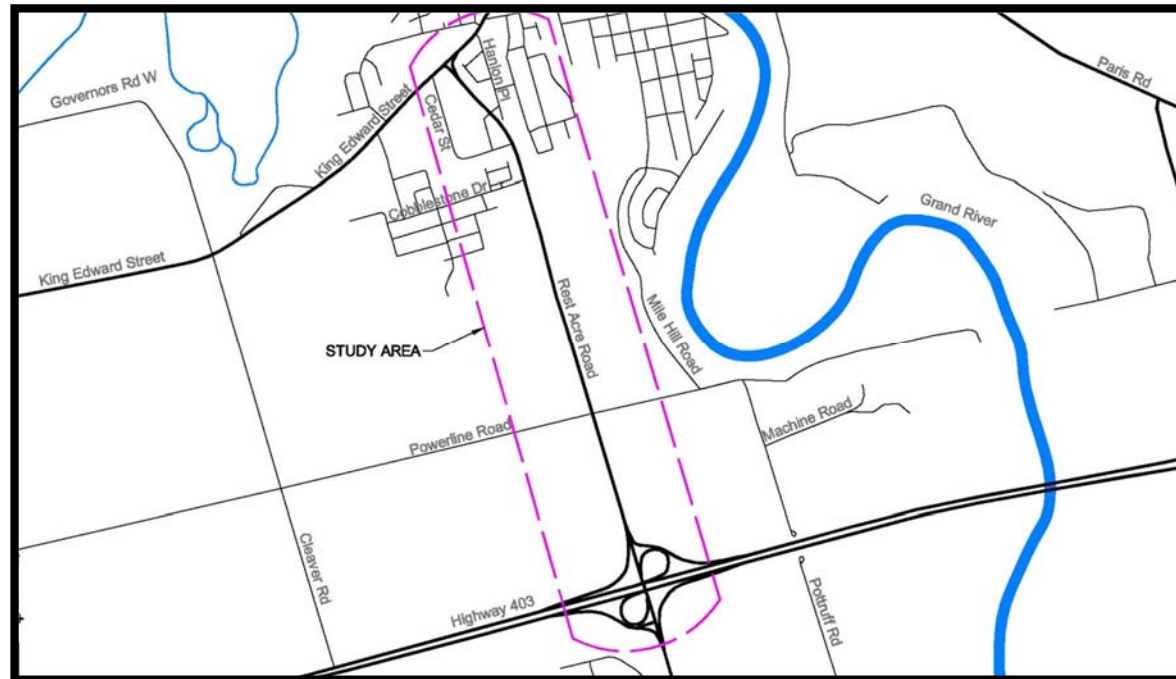


Figure 1: Study Area

2. Methodology

The traffic analysis was performed using the microsimulation tool Vissim 10. The afternoon peak hour was examined as a worst case scenario as traffic during that period is generally busier than during the morning peak hour. The results are presented in terms of average delay per vehicle and level of service (LOS). The LOS is directly based on the average delay per vehicle, ranging from LOS A with an average delay equal to or less than 10 seconds, to LOS F with an average delay greater than 55 seconds for a stop-controlled intersection or 80 seconds for a signalized intersection or a roundabout. Typically, a LOS D is deemed satisfactory. A LOS E or F may require corrective measures depending on the context.

3. Traffic Volumes

The turning movement volumes used for the purpose of this analysis are based on the following sources:

- Class EA for Rest Acres Road, IBI, January 2012
- Mile Hill Subdivision, F.R. Berry & Associates, March 2015
- Brant 403 Business Park Long-Term Traffic Impact Study, IBI, June 2015
- Gurney Lands Access Assessment, BTE, January 2017
- Traffic Count Report, County of Brant, July 2017

The available traffic data was applied to the intersections within the study area as indicated in **Table 1**. The Brant 403 Business Park traffic impact study (2015 TIS) is more recent than the Class EA for Rest Acres Road and was completed by updating the traffic data from the 2102 Class EA and adding the traffic generated by the business park. For these reasons, the 2015 TIS is used as the main reference and its 2036 traffic volume projection was used – specifically the scenario involving the construction of a new interchange on Bishopsgate Road.

Traffic volume projections at the intersections between Powerline Road and King Edward are not included in the 2015 TIS and had to be obtained from the 2012 Class EA and the 2015 Mile Hill Subdivision study. These volumes were then adjusted to reflect a common (2036) horizon year while eliminating volume imbalances between Powerline Road and King Edward Street from the various available projections. No data was originally available at the access to/from 1084 Rest Acres Road; the County conducted a traffic count on July 5, 2017 to obtain this data.

Intersection	Date
King Edward Street	<i>Class EA 2012</i> Brant 403 Business Park 2015
Laurie Ann Lane / Hanlon Place	Class EA 2012 (side streets only)
Cobblestone Drive	Class EA 2012 (side streets only)
1084 Rest Acres Road	Traffic Count Report 2017 (site traffic)
Arlington Parkway / Court Drive	Class EA 2012 (side streets only)
Vic Chambers Place	Class EA 2012 (west side only)
Edgar Place	Mile Hill Subdivision 2015 (east side only)
Powerline Road	<i>Class EA 2012</i> Mile Hill Subdivision 2015 (east side only) Brant 403 Business Park 2015
Pit Haul Road	Gurney Lands Assessment 2017
Highway 403 (both ramp terminals)	<i>Class EA 2012</i> Brant 403 Business Park 2015

Italics = data available, not used **Bold** = data used for analysis

4. Intersection Configuration

The future Rest Acres Road corridor between Highway 403 and King Edward Street has been planned to include 7 roundabouts, 1 signalized intersection, 1 full movement unsignalized intersection and several right-in/right-out accesses.

Changes from the previous Rest Acres Road Corridor Concept Design include a proposed roundabout at Cobblestone Drive instead of a signalized intersection. Also, following the recommendation for a roundabout at Vic Chambers Place which was presented at the PIC in 2017, a meeting was held with the property owner. It was agreed at the meeting that the roundabout previously proposed at Vic Chambers Place would be replaced with a right-in/right-out intersection and that the intersection previously proposed at Edgar Place would be relocated to Lydia Lane, approximately 90 metres to the north, to better integrate with the land use plans proposed by the developers.

The future configuration at each intersection on Rest Acres Road is presented in **Table 2**.

Location	Control	Lane Configuration by Approach			
		Eastbound	Southbound	Northbound	Westbound
King Edward Street	Signals		—		
Laurie Ann Lane / Hanlon Place	EB-WB Stop				
Cobblestone Drive	Roundabout				
1084 Rest Acres Road	Right-in / Right-out				—
Arlington Parkway / Court Drive	Roundabout				
Vic Chambers Place	Right-in / Right-out	—			
Lydia Lane	Roundabout				
Powerline Road	Roundabout				
Pit Haul Road	Roundabout	—			
Highway 403 W ramps	Roundabout	—			
Highway 403 E ramps	Roundabout				—

5. 2036 Traffic Operations

The ultimate horizon year for the Brant 403 Business Park TIS is 2036. The same horizon year is used for the purpose of this analysis. The traffic volume projections for the PM peak hour are presented in **Figure 2**. The results of the traffic analysis are presented in **Table 3**.

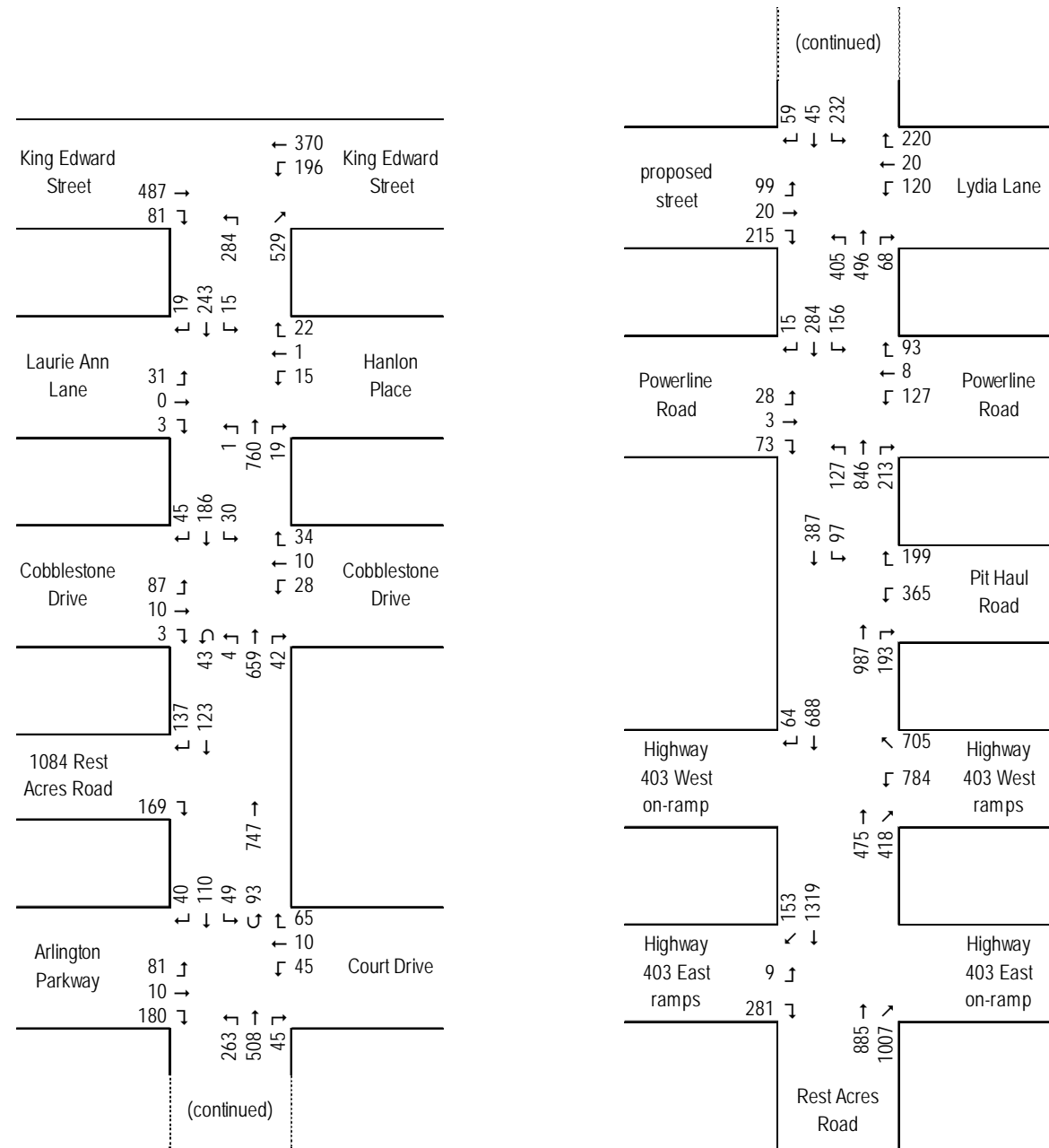


Figure 2: 2036 Future Traffic Volumes, PM Peak Hour

Table 3 – Traffic Analysis Results – 2036 Projection, PM Peak Hour				
Intersections	Movement	Simulated Volume	Average Delay (s)	LOS
King Edward Street <i>(signalized)</i>	EBT	482	13	B
	EBR	80	3	A
	WBL	192	11	B
	WBT	356	6	A
	NBL	294	33	C
	NBR	526	0	A
	Overall	1931	11	B
Laurie Ann Lane / Hanlon Place <i>(unsignalized)</i>	EBL/T/R	34	10	A
	WBL/T/R	40	9	A
	NBL	1	0	A
	SBL	12	0	A
Cobblestone Drive <i>(roundabout)</i>	EBL/T/R	93	2	A
	WBL/T/R	77	4	A
	NBL/T/R	763	1	A
	SBL/T/R	254	1	A
	Overall	1186	1	A
1084 Rest Acres Road <i>(right-in/right-out)</i>	EBR	179	2	A
	SBT/R	261	0	A
Arlington Parkway <i>(roundabout)</i>	EBL/T/R	274	2	A
	WBL/T/R	120	4	A
	NBL/T/R	824	2	A
	SBL/T/R	302	1	A
	Overall	1520	1	A
Lydia Lane <i>(roundabout)</i>	EBL/T/R	338	2	A
	WBL/T/R	357	6	A
	NBL/T/R	980	3	A
	SBL/T/R	337	3	A
	Overall	2012	3	A
Powerline Road <i>(roundabout)</i>	EBL/T/R	116	2	A
	WBL/T/R	243	6	A
	NBL/T/R	1184	1	A
	SBL/T/R	457	1	A
	Overall	2001	2	A

Table 3 – Traffic Analysis Results – 2036 Projection, PM Peak Hour (continued)				
Intersections	Movement	Simulated Volume	Average Delay (s)	LOS
Pit Haul Road (roundabout)	WBL/R	561	8	A
	NBT/R	1174	1	A
	SBL/T	510	1	A
	Overall	2244	3	A
Highway 403 West ramps (roundabout)	WBL	772	4	A
	WBR	701	0	A
	NBT	468	1	A
	NBR	410	0	A
	SBT/R	767	5	A
Overall	3118	2	A	
Highway 403 East ramps (roundabout)	EBL/R	279	11	B
	NBT	871	0	A
	NBR	1002	0	A
	SBT	1316	1	A
	SBR	154	1	A
Overall	3622	1	A	

The results indicate that all intersections would operate very well during the afternoon peak hour. Therefore, the proposed configuration for the future Rest Acres Road is deemed satisfactory in terms of traffic operation.

It is noted that the overall simulated traffic volume at each intersection is within 2% of the theoretical traffic volume as coded in Vissim. This confirms the traffic demand was simulated properly.

Appendix B – Highway 403 Traffic Staging Technical Memorandum

TECHNICAL MEMORANDUM

TO: File	DATE: January 30, 2018
FROM: Paul Clarke	PROJECT #: 16-037
PROJECT: Harmonized Provincial and Municipal Class Environmental Assessment Addendum for Rest Acres Road Corridor from Highway 403 to King Edward Street	
SUBJECT: Proposed Traffic Staging - Reconstruction of Rest Acres Road at Highway 403	

Overview

The following technical memorandum is to provide an overview of the proposed traffic staging for the reconstruction of Rest Acres Road at the Highway 403 interchange.

The underlying assumption is that the construction period should be minimized. Not only will this reduce the duration of inconvenience to the motoring public to a minimum, but a shorter construction period usually translates to a reduced construction cost.

Ultimately, complete closure of Rest Acres Road for the entire construction period would result in the shortest construction period and the least cost construction project, and therefore could be considered as the desirable alternative. However, and as is often the case, this memo will assume that resistance from daily commuters from Paris, other surrounding communities and the motoring public at large would render this alternative politically unacceptable.

The basic premise for this traffic staging proposal is one of split construction, i.e. that the Contractor will have unfettered access and no interruption to his work to build one half of the road before switching traffic to the newly built portion and then having same access and freedom from interruption to build the other half of the roadway.

Stage 1

All detour signage, construction zone warning signage and traffic control signage shall be in accordance with the Manual of Uniform Traffic Control Devices, Book 7.

Preliminary Work

Prior to implementing the broader work associated with Stage 1, the Contractor will need to widen a short portion of Rest Acres Road (County Road (CR) 24) easterly between the Highway 403 (403) overpass structure and the closure of the east to north (E-N) off-ramp to provide for future two-way traffic during Stage 1 as illustrated on Drawing No. 1 - Proposed Traffic Staging - Stage 1. This preliminary work will require temporary overhead wiring to traffic poles relocated onto temporary bases to maintain the E-S traffic movement.

The preliminary work may include construction of an acceleration lane to facilitate merging of E-S traffic heading toward Paris.

Work Elements Required for Implementation of Stage 1:

- Installation of all detour signage requirements associated with Detours 1 (N-W), 2 (N-E) and 6 (W-N) as illustrated on Drawing No. 1. Other than some temporary flagging at the termination of the W-S off ramp, this will permit the Contractor to install precast concrete Jersey Barrier per OPSD 911.140 from north to south from the safety of the former southbound lanes. All other movements remain functional.
- Installation of appropriate traffic control signage at either end of the construction zone advising of construction zone and lane reductions to 2-lane 2-way traffic.
- Installation of precast concrete barrier along the existing centreline of CR 24 between the limits of the proposed construction work.
- Removal of old/redundant markings, and laying down of new temporary pavement markings.
- The Contractor is now at liberty to construct the southbound lanes on the west side of the future CR 24.
- During the design preparation stage of the project it may be appropriate to give consideration to a more gradual southbound alignment at the roundabout locations such that during Stage 2 both directions of traffic will approach a safer condition than with the eventual abrupt roundabout configuration. Such consideration would only apply during Stage 2 of the construction period with the alignment tightened to the proposed roundabout geometry immediately prior to contract completion.
- During this stage of his work, the Contractor should also construct the new S-E on-ramp. This will obviate the need to close the S-E on-ramp during Stage 2 and thus avoid the need for a further detour. Flagging will be required to permit Contract access and egress for construction equipment and material removal/delivery at either end.

The proposed detour routes for all desired movements for all approach directions are outlined in **Table 1** and **Table 2**.

Work Elements Required for Implementation of Stage 2:

- Realignment of precast concrete barrier along the existing centreline of CR 24 between the limits of the proposed construction work, from the Stage 1 cross-section location onto the edge of the newly placed full depth asphalt of Stage 1.
- Installation of all detour signage requirements associated with Detours 3 (E-S), 4 (S-W) and 5 (E-N) as illustrated on Drawing No. 2 Since W-N traffic will have difficulty entering northbound traffic on CR 24, detour 6 remains in place during this stage. All other movements remain functional.
- Rearrangement of traffic control signage at either end of the construction zone advising of construction zone and lane reductions to 2-lane 2-way traffic.
- Removal of old/redundant markings, and laying down of new temporary pavement markings.
- The Contractor is now at liberty to construct the northbound lanes on the east side of the future CR 24.

The proposed traffic staging for both stages allows for Contractor access and egress at several locations.

The proposed detour routes for all desired traffic movements for all approach directions are outlined in **Table 1** and **Table 2** below. Graphical presentation of all detour routes is shown on Drawing No. 3

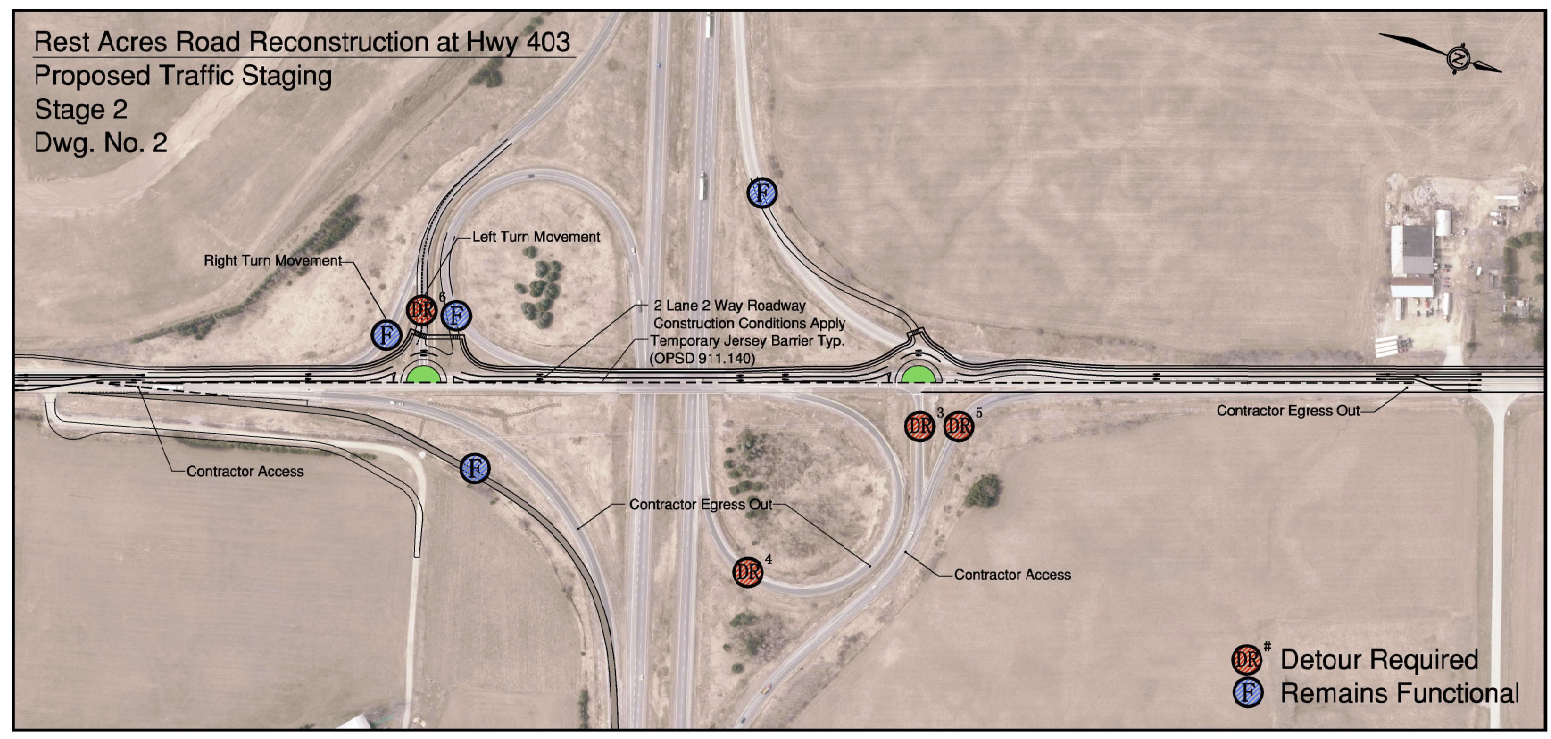
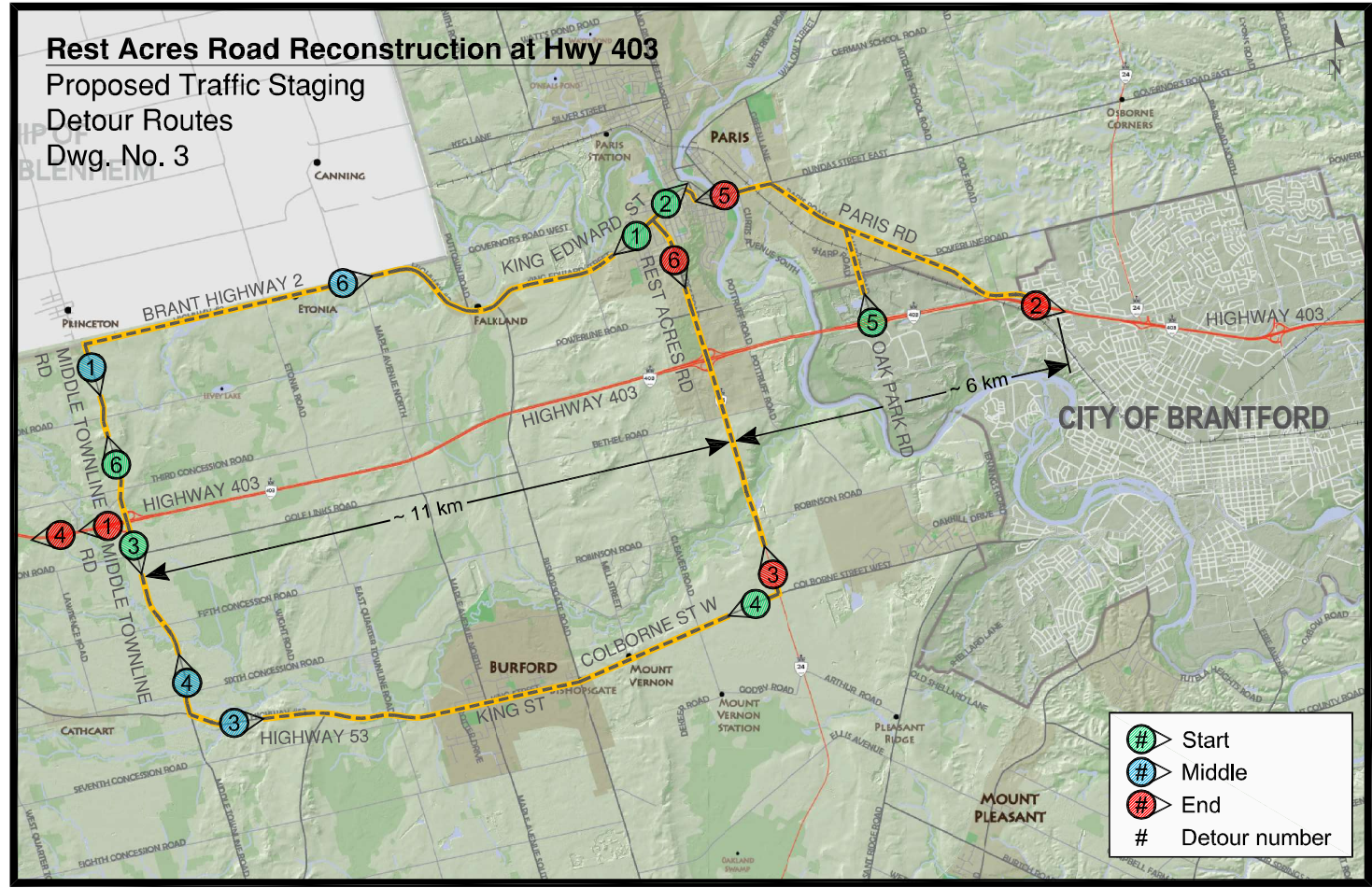
Table 1: Detour Route Matrix

From	To	Phase 1	Phase 2
North	East	Detour Route 2	Functional
	South	Functional	Functional
	West	Detour Route 1	Functional
East	South	Functional	Detour Route 3
	West	Functional	Functional
	North	Functional	Detour Route 5
South	West	Functional	Detour Route 4
	North	Functional	Functional
	East	Functional	Functional
West	North	Detour Route 6	Detour Route 6
	East	Functional	Functional
	South	Functional	Functional

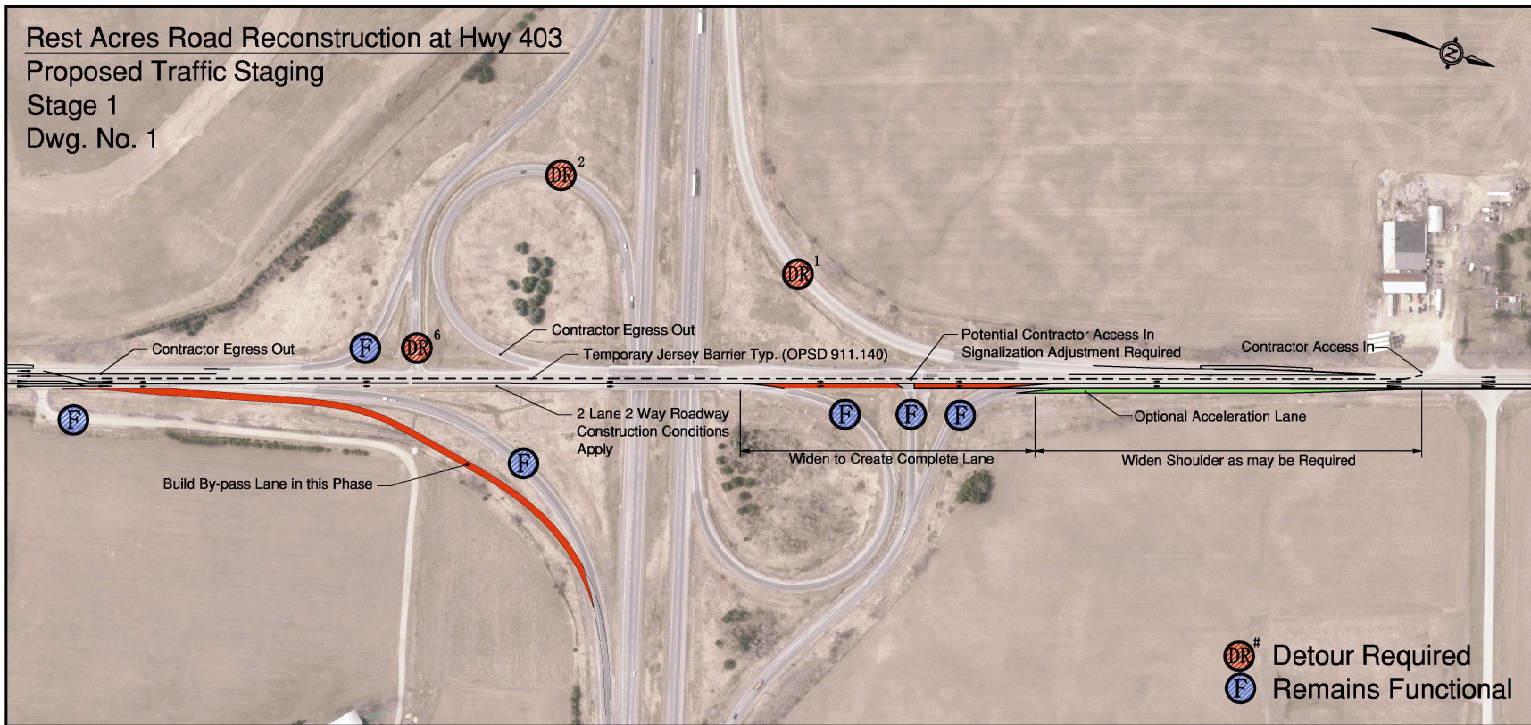
Table 2: Detour Route Description

Detour #	Detour Description
1	From Paris, CR 2 west to CR 25, CR 25 south to Hwy 403
2	From Paris, CR 2 east to Hwy 403
3	From Hwy 403, CR 25 south to CR 53, CR 53 east to CR 24, CR 24 south to Paris
4	From CR 24, CR 53 west to CR 25, CR 25 north to Hwy 403
5	From Hwy 403, Oak Park Road north to CR 2, CR 2 to Paris
6	From Hwy 403, CR 25 north to CR 2, CR 2 east to Paris

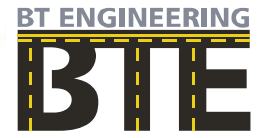
Attachments:
Drawing No. 1
Drawing No. 2
Drawing No. 3



Rest Acres Road Reconstruction at Hwy 403
Proposed Traffic Staging
Stage 1
Dwg. No. 1



Appendix C – Public Consultation



County of Brant
Rest Acres Road
from Highway 403 to King Edward Street
Class Environmental Assessment Addendum

PIC Summary Report

August 2017



Table of Contents

1.0 Introduction	1
2.0 Public and Agency Consultation	2
2.1 Individual Property Owner Contacts	2
2.2 Newspaper Notice	2
2.3 Agency Contacts	2
2.4 Indigenous Communities	2
3.0 PIC Comments	2
3.1 Summary of Comments	2
4.0 Conclusions	5
List of Figures	
Figure 1: Study Area	1
List of Tables	
Table 1: Summary of Written Comments	3
Appendices	
Appendix A Newspaper Notice	
Appendix B PIC Display Boards	
Appendix C PIC Comment Sheets	

1.0 INTRODUCTION

The County of Brant has initiated this Class Environmental Assessment (EA) Addendum to document amendments to the: Municipal Class Environmental Assessment for Powerline Road (2016); Class Environmental Assessment for Rest Acres Road from King Edward Street to Highway 403, Paris (2012); and Proposed Operational Improvements at Rest Acres Road/Highway 24 and Highway 403 Harmonized Environmental Screening Document/Project File (2017).

The purpose of the Addendum is to define the overall corridor vision and preliminary design plan of Rest Acres Road between Highway 403 and King Edward Street. The Addendum will meet the requirements under the Municipal Class Environmental Assessment (2015) and the Class Environmental Assessment for Provincial Transportation Facilities (2000).

At the completion of the project, an Environmental Assessment Addendum will be prepared for a 30-day public review.

The study area is shown in **Figure 1**.

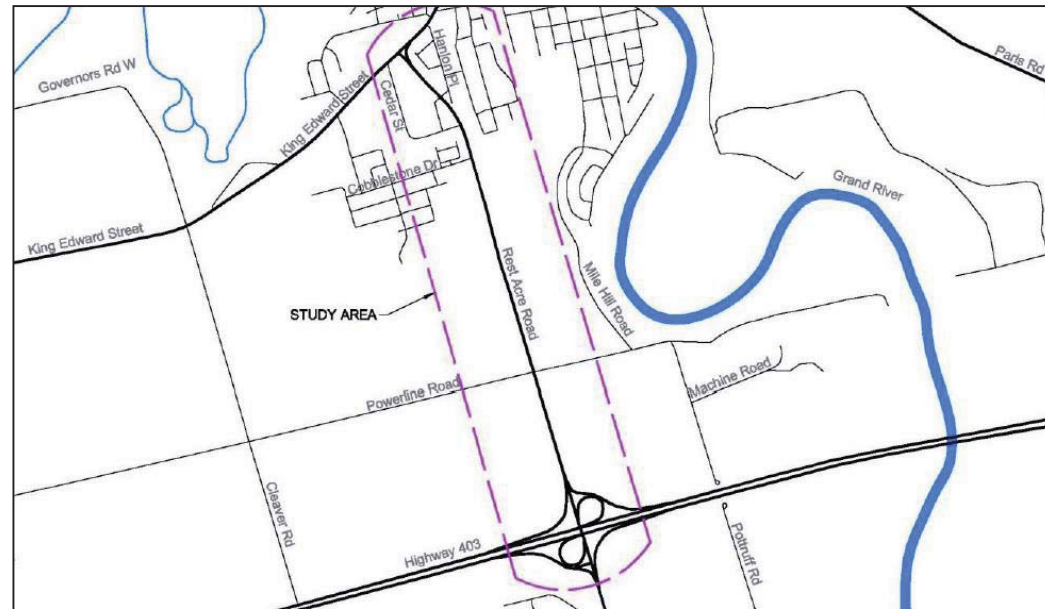


Figure 1: Study Area

The Public Information Centre (PIC) for this project was held on:

Wednesday August 2, 2017 at:
 Brant Sports Complex
 944 Powerline Road
 Paris, ON
 6:00 to 8:00 pm (presentation at 6:30 pm)

The Public Information Centre included presenting the following:

- Corridor Vision
- Modifications to Previous Studies including:
 - Pit Haul Road
 - Edgar Place
 - Laurie Ann Lane
 - 1084 Rest Acres Road
- Proposed Rest Acres Road Corridor
- Next Steps

County, MTO and consultant representatives were available to respond to any inquiries.

All members of the public and interest groups were invited to the Public Information Centre to view the presentation material and to discuss the project with the County, MTO and consultant representatives.

Sixty-five (65) people registered at the Public Information Centre. Each person was encouraged to provide a written response to any issues or concerns.

2.0 PUBLIC AND AGENCY CONSULTATION

One of the key aspects of the study is to provide the public, interested parties, affected agencies and municipalities with the opportunity for input. In order to ensure this objective is met, a public and agency notification program was undertaken. The program includes a number of communication mechanisms, discussed in the following sections.

2.1 Individual Property Owner Contacts

Flyers were hand delivered or mailed to property owners within the study area, inviting them to attend the Public Information Centre.

2.2 Newspaper Notice

Notice of the Public Information Centre was placed in the Brantford Expositor and Paris Star on July 20 and July 27, 2017.

The newspaper notice is found in **Appendix A**.

2.3 Agency Contacts

The following agencies were invited to attend the PIC:

- Ministry of the Environment and Climate Change
- Ministry of Natural Resources and Forestry
- Ministry of Tourism, Culture and Sport
- Infrastructure Ontario
- Ministry of Municipal Affairs and Housing
- Ministry of Transportation

- Ontario Ministry of Aboriginal Affairs
- Aboriginal Affairs and Northern Development Canada
- Grand River Conservation Authority
- Emergency Medical Services
- County of Brant Fire Department
- OPP Brant County

Notification of the Public Information Centre was communicated to all affected residents, local municipalities, external agencies and interested groups.

2.4 Indigenous Communities

Individual letters were sent to the Indigenous Communities within the vicinity of the Study Area, inviting them to attend the meeting. Letters were sent to the following Indigenous Communities:

- Metis Nation of Ontario
- Mississaugas of the New Credit First Nations
- Six Nations of the Grand River
- Haudenosaunee Resource Centre

3.0 PIC COMMENTS

Display panels/boards were set up around the perimeter of the room, to be viewed at leisure. A copy of the PIC presentation boards is provided in **Appendix B**.

Sixteen (16) comment sheets were received at the PIC. Four (4) comment sheets were received during the subsequent 2-week comment period. Copies of the comments, excluding personal information, are provided in **Appendix C**.

3.1 Summary of Comments

The results of the comments received and discussions held at the Public Information Centre are summarized below in **Table 1**. The comments have been summarized by general subject matter.

Comments raised by the public include:

- Consider the movement of fire trucks and other emergency vehicles at the proposed U-turn at Cobblestone Drive.
- Support for the pedestrian signals to allow crossings on Rest Acres Road.
- Consider the County's Maintenance Department snow removal from the proposed roundabouts.
- Left turn movements from the access to 1084 Rest Acres Road, Powerline Road and Cobblestone Drive are both dangerous now during peak periods. If the proposed improvements are not going to be made for 5 to 10 years what can be done now to improve safety?
- Many residents commented that they were familiar with making left turn u-turns (examples were from experience in the US, particularly in Florida and larger municipalities in Southern Ontario where divided multi-lane arterials are common).
- Residents noted that safety at the existing entrance to 1084 Rest Acres Road is an issue that should be addressed. An individual asked for confirmation that although the entrance to 1084 Rest Acres Road was approved when the plaza was

first constructed, the entrance in its current form would not be recommended for approval if the development was being constructed now.

- Could an option be considered to provide a roundabout at Cobblestone Drive which avoids the impact on existing homes if it is shifted to the east?
- Visibility for people turning out onto Rest Acres Road today is often obstructed by trucks stopped on the shoulder of the road to go to Tim Hortons.
- Home owners on Rest Acres Road noted that existing noise along the corridor is already intolerable and requested that noise abatement measures (noise walls) be provided for existing residences.
- The provision of traffic signals at Cobblestone Drive will result in a further increase in traffic noise as trucks will be required to stop and accelerate on the hill.
- At least 3 collisions have occurred at Powerline Road. When will improvements to the intersection at Powerline Road be made? (This project is being planned for delivery in 2018.)

Table 1: Summary of Written Comments

Comment	Number of Respondents	Comment Sheet Reference No.
Concern for the noise resulting from increased traffic volumes.	12	2, 3, 4, 5, 6, 7, 10, 12, 14, 17, 19, 20
Support for noise abatement (trees, barrier wall etc.) for the properties backing onto Rest Acres Road.	8	3, 5, 6, 7, 12, 14, 17, 19
Concern for vibration resulting from increased truck traffic.	1	3
Concern for poor air quality resulting from increased truck traffic.	1	20
Concern for existing congestion on Cobblestone, and support for an interim solution for Cobblestone Drive and Rest Acres Road to accommodate existing traffic volumes.	2	8, 10
Concern for safety of U-turning vehicles.	2	10, 13
Concern with on-street parking on Cobblestone Drive.	1	10

Table 1: Summary of Written Comments

Comment	Number of Respondents	Comment Sheet Reference No.
A second access from Cobblestone Drive to Rest Acres Road is required to improve traffic.	1	11
Consider implementing a roundabout at Cobblestone Drive and Rest Acres Road.	2	11, 15
Shift the roundabout at Cobblestone Drive to the east to avoid property impacts to existing homes.	1	15
Opposition to the modification of the 1084 Rest Acres Road intersection to right-in/right-out.	2	9, 13
Concern for financial implications resulting from modified access to 1084 Rest Acres Road (potential decrease in passerby traffic).	1	9
Concern for confusion for drivers and deliveries into the plaza at 1084 Rest Acres Road.	1	13
Construct a left-turn lane to access 1084 Rest Acres Road, and restrict left-turn movements out of the plaza.	1	15
If U-turns are required for northbound drivers to access 1084 Rest Acres Road, drivers need to be educated on how to legally make this movement.	1	15
Why is a roundabout required at Pit Haul Road? If the land is developed will the owner want the public to access it?	1	16
What will prevent drivers from Edgar Place heading southbound from making a left turn at the right-in/right-out access?	1	16
Safety concerns for the existing intersections at Powerline Road and 1084 Rest Acres Road.	1	17
Support for a roundabout at Powerline Road.	1	17
Concern for increased traffic on Laurie Ann Lane with the closure of Cedar Street.	1	19
Support for a signalized intersection at Laurie Ann Lane.	1	19
Concern for how the adjacent road network will support increased traffic volumes along Rest Acres Road, and support to not widen	1	20

Table 1: Summary of Written Comments

Comment	Number of Respondents	Comment Sheet Reference No.
Rest Acres Road.		
Support for a roundabout at Rest Acres Road and King Edward Street.	1	20
Opposition to improvements to the Rest Acres Road interchange.	1	20
Support for no heavy trucks on Rest Acres Road north of Powerline Road.	1	20
The properties at 1084 Rest Acres Road and 1285 Rest Acres Road are owned by different corporations.	1	18
The site plan agreement for 1084 Rest Acres Road provided a full access movement to the plaza, and this was constructed by the developer.	1	18
Consider a full movement access for a shared access to 1084 Rest Acres Road and 1285 Rest Acres Road.	1	18
Concern for impacts to tenancy agreements with the modification to the access at 1084 Rest Acres Road.	1	18

4.0 CONCLUSIONS

The largest concern identified by stakeholders was the impact to businesses from eliminating the left turn movements into and out of the plaza entrance at 1084 Rest Acres Road, and the perceived negative impacts to the businesses that depend on pass-by traffic. The EA addendum acknowledges this effect will occur to a small percentage of northbound drivers that would have been attracted to 4 businesses who rely on pass-by traffic. The initial study recommendation includes 3 mitigation measures: creating a more comfortable U-turn movement by adding an auxiliary SB lane which can be a dedicated protected left turn phase (with an advance left turn green arrow); allowing a connection from the roundabout through the adjacent future commercial lands (creating a collector road into the entire commercial area);

and deferring the closure of the left turn movements until 5 to 10 years from now to allow the increase in traffic (and customers) to more than offset the loss of customers who choose not to use one of the alternate paths into the site.

The second largest concern was from residents who are concerned with safety in the corridor (walking, bikes and vehicular turning movements from Cobblestone Drive). Residents today experience long delays turning left onto Rest Acres Road (to travel northbound). Turning left was considered unsafe.

A next step is to review the comments from the public and stakeholders and refine the recommended plan where possible to address major concerns. Following the refinement of the Recommended Plan, the study will proceed to the 30 day public review of the Environmental Assessment Addendum.

Appendices

Appendix A
Newspaper Notice



NOTICE OF PUBLIC INFORMATION CENTRE

HARMONIZED PROVINCIAL AND MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT ADDENDUM FOR REST ACRES ROAD CORRIDOR FROM HIGHWAY 403 TO KING EDWARD STREET

The County of Brant has initiated a Harmonized Provincial Transportation Facility and Municipal Class Environmental Assessment (Class EA) Addendum to document amendments to the:

- Municipal Class Environmental Assessment for Powerline Road (2016);
- Class Environmental Assessment for Rest Acres Road from King Edward Street to Highway 403, Paris (2012); and
- Proposed Operational Improvements at Rest Acres Road/Highway 24 and Highway 403 Harmonized Environmental Screening Document/Project File (2017).

The purpose of the addendum is to define the corridor vision and preliminary design plan of Rest Acres Road between Highway 403 and King Edward Street. The Addendum will meet the requirements under the Municipal Class Environmental Assessment (2015) and the Class Environmental Assessment for Provincial Transportation Facilities (2000).

As a part of this update, several refinements to the previous studies are being proposed including:

- Changes to the geometric design (i.e. roundabout geometry, sidewalks, and medians);
- Localized operational improvements at Edgar Place;
- Addition of a future roundabout at Pit Haul Road between Highway 403 and Powerline Road; and
- Potential future changes to the access at Vic Chambers Place and at 1084 Rest Acres Road.

PUBLIC CONSULTATION

The County wishes to ensure that anyone interested in this study has the opportunity to be involved and to provide input. A Public Information Centre (PIC) will be held to present the proposed amendments to the Environmental Assessments. The PIC will be an open-house style meeting, and will include a **formal presentation starting at 6:30 pm**. The Public Information Centre is scheduled for:

Date: Wednesday, August 2, 2017
Time: 6:00 pm to 8:00 pm
Presentation: 6:30 pm
Location: Brant Sports Complex
Lafarge Room
944 Powerline Road
Paris, Ontario
County of Brant

There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the Environmental Assessment Act and, with the exception of personal information, will become part of the public record.

If you would like to receive updates about this study, or if you have any questions, please contact:

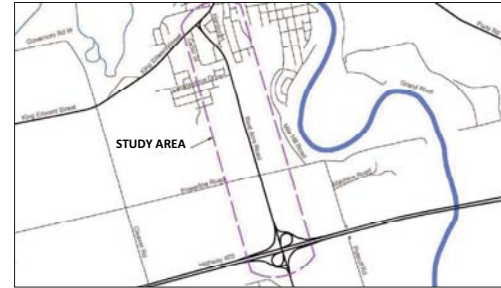
Joe Murphy, C.E.T.
Capital Project Manager
The Corporation of the County of Brant
26 Park Avenue
Burford, Ontario N0E 1A0
Tel: 519-449-2451
Fax: 519-449-3382
email: publicworks@brant.ca

Steve Taylor, P. Eng.
EA Project Manager
BT Engineering
25 Base Line Road West, Suite 11A
London, Ontario N6J 1V1
Tel: 519-672-2222
Toll Free: 1-855-228-4813
Fax: 1-519-488-0775
email: stevenj.taylor@bteng.ca

Appendix B
PIC Display Boards



**County of Brant
Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum**



**Public Information Centre No. 1
August 3, 2017
Exhibits**



Table of Contents

Welcome
Introduction
Background Information
Corridor Vision
Modifications to Previous Studies
Pit Haul Road – Recommended Plan
Edgar Place – Recommended Plan
Laurie Ann Lane Pedestrian Crossing – Recommended Plan
1084 Rest Acres Road – Alternatives
1084 Rest Acres Road – Evaluation of Alternatives
1084 Rest Acres Road – Recommended Alternative
Rest Acres Road/Highway 24 and Highway 403 – Traffic Staging
Rest Acres Road Corridor – Cross-Section
Rest Acres Road Corridor – Plates
Next Steps
Resource Table



1

Background Information

The County of Brant has previously completed a series of studies that have developed the transportation plans in the study area. The Class Environmental Assessments completed in the corridor include:

Class Environmental Assessment for Rest Acres Road from King Edward Street to Highway 403, Paris (2012)

- This Class EA recommended a 4-lane urban cross-section from King Edward Street to Powerline Road, and a 4-lane rural cross-section from Powerline Road to the Highway 403 interchange.
- The recommended plan included multi-use paths on both sides of Rest Acres Road through the urban section, and no sidewalks or paths through the rural section.

Municipal Class Environmental Assessment for Powerline Road (2016)

- This Class EA reevaluated the intersection at Rest Acres Road and Powerline Road and recommended roundabout intersection traffic control.

Proposed Operational Improvements at Rest Acres Road/Highway 24 and Highway 403 Harmonized Environmental Screening Document/Project File (2017)

- This Class EA reviewed the Rest Acres Road/Highway 403 interchange and recommended reconfiguring the existing ramp terminals as roundabouts.

Other studies/reports pertaining to the corridor include: the Transportation Master Plan; the Official Plan; and the Brant 403 Business Park Long Term Traffic Impact Study (2015).

4

Corridor Vision

The project limits encompass 11 intersections, including 6 roundabouts, 2 signalized, and 3 stop-controlled. The corridor vision is to:

- Transition from rural Highway 24 to a 4-lane urban divided arterial
- Implement a "Complete Street" approach to accommodate all road users including pedestrians, cyclists etc.
- Provide roundabout traffic control at major intersections for compact design
- Provide facilities for pedestrians and cyclists (multi-use path and sidewalks)

Advantages of a roundabout travel corridor:

- Slower speeds
- Reduced sound levels
- Improved safety for vehicles and pedestrians
- Reduced delays for vehicles and pedestrians
- Opportunities for landscaping



5



**County of Brant
Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum**

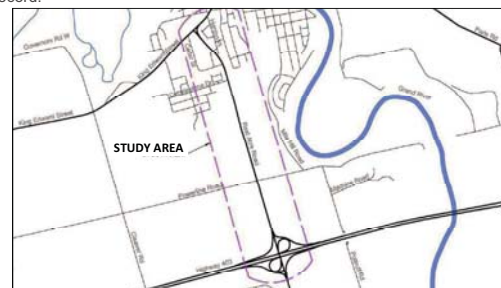
Welcome

Welcome to the Public Information Centre (PIC) meeting. Please record your attendance and obtain a comment sheet at the registration desk.

Several background reports are available at the Resource Table. Should you have any questions regarding the presentation materials, background reports or any other aspect of the study, please speak to the County, MTO or Consultant study team members in attendance.

We encourage your input/feedback on the material being presented on the display boards. Please deposit completed comment sheets in the comment box or mail/fax/e-mail to the address at the bottom of the form by Friday, August 18, 2017.

There is an opportunity at any time during the Class EA process for interested persons to provide written input. Any comments received will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.



2

Introduction

The County of Brant initiated this Class Environmental Assessment (EA) Addendum to document amendments to the:

- Municipal Class Environmental Assessment for Powerline Road (2016);
- Class Environmental Assessment for Rest Acres Road from King Edward Street to Highway 403, Paris (2012); and
- Proposed Operational Improvements at Rest Acres Road/Highway 24 and Highway 403 Harmonized Environmental Screening Document/Project File (2017).

The purpose of the Addendum is to define the overall corridor vision and preliminary design plan of Rest Acres Road between Highway 403 and King Edward Street. The Addendum will meet the requirements under the Municipal Class Environmental Assessment (2015) and the Class Environmental Assessment for Provincial Transportation Facilities (2000).

As part of this Addendum, several refinements to the previous studies are being proposed and are documented on the following exhibits. The refinements are recommended to achieve a consistent design standard along the corridor, confirm property requirements, improve safety and address traffic growth resulting from development in the corridor.



3

Modifications to Previous Studies

The Addendum is proposing several minor modifications to the previous Environmental Assessments completed in the corridor. These include modifications to: roundabout entry and exit geometry; lane, median and sidewalk widths; pedestrian, cycling and transit accommodation; and signage.

Other changes include:

- A new roundabout at 'Pit Haul Road' to service the lands north of Highway 403, south of Powerline Road and east of Rest Acres Road
- Changing the proposed roundabout at Edgar Place to right-in/right-out access with no median break
- Maintain the existing entrance at 1084 Rest Acres Road to ultimately restrict the entrance to right-in/right-out to improve safety
- Addition of a signalized pedestrian crossing at Laurie Ann Lane
- Traffic staging for Rest Acres Road/Highway 24 and Highway 403 interchange

6

Pit Haul Road – Recommended Plan

The Class Environmental Assessment for Rest Acres Road from King Edward Street to Highway 403, Paris (2012) prepared by IBI recommended that the access to 'Pit Haul Road' ultimately be closed. Based on a proposal for potential redevelopment of the lands serviced by this access, the Addendum recommends that 'Pit Haul Road' remain open and be controlled with a roundabout. A west leg to the roundabout would be subject to future study. The figures below illustrate the 2012 recommended plan and the revised recommended plan.



Revised Recommended Plan from 2017 Addendum



Preferred Design Concept from 2012 EA

7

Edgar Place – Recommended Plan

The Class Environmental Assessment for Rest Acres Road from King Edward Street to Highway 403, Paris (2012) prepared by IBI recommended that the Rest Acres Road and Edgar Place intersection be a two-lane roundabout. Changing the intersection to right-in/right-out operation is recommended to improve safety and be consistent with the County's access management policies along the corridor. The figures below illustrate the 2012 recommended plan and the revised recommended plan.



Preferred Design Concept from 2012 EA



Revised Recommended Plan from 2017 Addendum

Laurie Ann Lane – Recommended Plan

The Class Environmental Assessment for Rest Acres Road from King Edward Street to Highway 403, Paris (2012) prepared by IBI recommended pedestrian crossings at controlled intersections. As development plans along the corridor become more finalized, an additional signalized pedestrian crossing is recommended at Laurie Ann Lane to accommodate pedestrian crossings.



1084 Rest Acres Road – Evaluation of Alternatives

Alternative	Traffic Operation	Traffic Safety	Property	Business	Comments
1A. Do Nothing: Median break, full movements at unsignalized intersection	x	x	✓	✓	Not recommended as a result of safety concerns.
1B. Full movements with Traffic Signals	x	x	✓	✓	Not feasible due to proximity of adjacent intersection.
1C. Median break allows NB left turns (3/4 intersection)	-	x	✓	✓	Requires extension of NB left turn lane and inclusion of "pork chop" island at Plaza entrance/exit to restrict outbound left turns.
2. Flush traversable median	x	x	✓	-	Unconventional in corridor and in County.
3. Permissive U-turns at Cobblestone. Entrance a right-in/right-out	✓	✓	✓	-	
4. Permit U-turns at Cobblestone and provide alternative access through commercial property to south	✓	✓	✓	-	This is an improvement over Alternative 1C. However, it requires access through the adjacent commercial property and would require conditions on its site plan application.
5. Roundabout at Cobblestone Drive	✓	✓	x	-	High capital cost associated with this alternative for construction and property purchase.
6. Permissible U-turn at Cobblestone including both an exclusive auxiliary lane for SB drivers (which will be a right turn lane into the plaza) and a frontage road/internal access road southerly to Arlington Parkway for drivers to have access to the roundabout at the Arlington Parkway	✓	✓	✓	✓	This is an improvement over Alternative 4. However, it still requires access through the adjacent commercial property and would require conditions on its site plan application.

1084 Rest Acres Road – Recommended Alternative No. 6

The evaluation of access alternatives recommends:

- That the entrance design be staged to ultimately reflect Alternative 6 (permit U-turns, proposed third lane, and alternative access to plaza) configuration (good traffic operation and safety and mitigation for access to business for NB drivers)
- Future negotiations with the adjacent property owner (south of the site) to achieve (if possible) alternate access to the site to minimize out-of-way travel and any loss of business for merchants that benefit from pass-by traffic
- The permitted U-turn movement will be signed as a permissible movement at Cobblestone
- Changes to the existing entrance should be postponed up to 5-10 years to minimize impacts to the businesses
- The ultimate right-in/right-out driveway would not be conditional on joint access to the south but it would be desirable for the County to negotiate for this alternate access

Rest Acres Road/Highway 24 and Highway 403 - Traffic Staging

Construction staging of the interchange improvements will be finalized during detail design. It is anticipated that construction will allow key traffic movements to be maintained with some temporary ramp closures as shown:



It is recommended that efforts be made to limit the duration of any temporary ramp closures and that primary detour routes for any ramp closures follow the established Highway 403 Emergency Detour Routes (EDRs) shown in yellow below.



Rest Acres Road Corridor – Cross Section

The Class Environmental Assessment for Rest Acres Road from King Edward Street to Highway 403, Paris (2012) prepared by IBI recommended the following cross sections:

- Highway 403 to Powerline Road: 4-lane rural cross-section with open ditches, no sidewalks/paths or landscaped median
- Powerline Road to King Edward Street: 4-lane urban cross-section with 3.0 m multi-use path and 4.2 m centre median with streetscaping

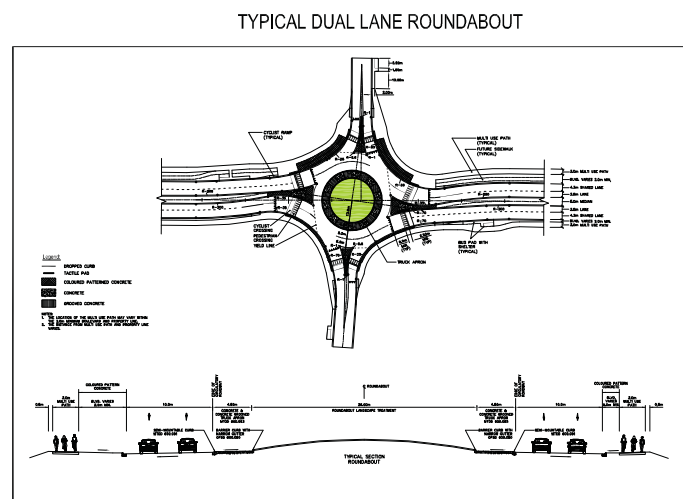
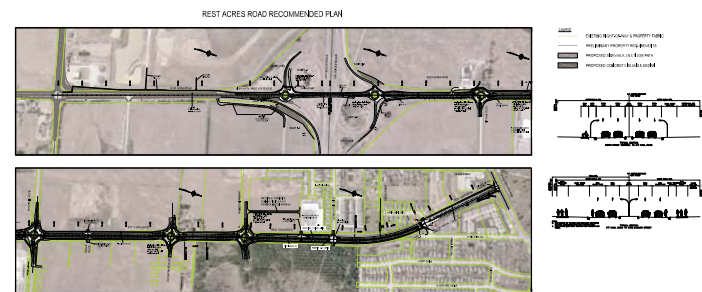
The Addendum recommends modifications to the cross sections based on the inventory of land uses and access control along the corridor. The revised recommended plan includes:

- Highway 403 to Pit Haul Road: 4-lane rural cross-section with 2.0 m sidewalk on the west side of Rest Acres Road
- Pit Haul Road to King Edward Street: 4-lane urban cross-section with 3.0 m multi-use paths, 4.3 m shared lane, and 5.0 m median with streetscaping

The following exhibits illustrate the recommended plan for Rest Acres Road, and include typical cross sections of the corridor.

LEGEND:
 PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD
 PRELIMINARY RECOMMENDATION CARRIED FORWARD

LEGEND:
 PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD
 PRELIMINARY RECOMMENDATION CARRIED FORWARD



Next Steps

Following this meeting:

- We will review all comments
- A Study Completion Notice will be emailed/mailed to the project mailing list and advertised on the County's website
- There will be a 30 day public review period of the Environmental Assessment Addendum Documentation

How can you remain involved in the Study?

- Request that your name/e-mail be added to the mailing list
- Provide a completed comment sheet
- Contact the County's representative or the consultant at any time

Any of our representatives that are present can assist you with the above activities.

Thank you for your participation in tonight's meeting. Your input into this study is valuable and appreciated. Please provide your completed comment form on or before **August 18, 2017**. All information is collected in accordance with the *Freedom of Information and Privacy Act*.

Resource Table

List of resources on this table:

- County of Brant Transportation Master Plan
- County of Brant Official Plan
- Class Environmental Assessment for Rest Acres Road Capacity from King Edward Street to Highway 403, Paris
- Brant 403 Business Park Long-Term Traffic Impact Study
- Powerline Road Class EA
- Harmonized Class EA for Operational Improvements to the Highway 403/ Rest Acres Road/ Highway 24 Interchange
- Functional Planning for the Development of the Gurney Lands

Appendix C
Comment Sheets



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

Hi, further detailed comments to be submitted.

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.



Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

dim on [redacted] and the noise from traffic now wakes me up during the night. What will be done!!!

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.



Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

Need to plan a sound barrier wall
at the back of properties on Rest Acres Road.
Also plant trees along the wall.
Truck traffic is very noisy. Horse
shakes when they go by.

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided
OR send your completed comment sheet by **August 18, 2017** to:
Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

My condo backs on to Rest Acres Rd.
Having a traffic light on Cobblestone Ln.
will be horrendous & noisy as well.

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided
OR send your completed comment sheet by **August 18, 2017** to:
Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.

Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email

Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

OUR CONDO BACKS ONTO REST ACRES ROAD AND PRESENTLY THE TRAFFIC NOISE IS EXCESSIVE.

WHAT ARE THE SOUND BARRIER REQUIREMENTS? SOMETHING IS DEFINITELY REQUIRED TO REDUCE NOISE FOR ALL RESIDENCE BACKING ONTO REST ACRES ROAD

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:
Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.



Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

What will be done to control the noise from Rest Acres to the Hanton Place condos. It is very noisy now.

A. Sound Barrier is a must !!

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:
Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.



Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email

January 27, 2017

Sent byt never heard back

To Brant County Councillors,

Re ■ Cobblestone Drive Units backing onto Rest Acres Road- making our units more sound proof.

Some of the current residents are concerned about your plans for the Rest Acres Road area with all the new construction and increased truck and vehicle traffic along this highway. We would like to request to have some kind of sound barrier placed between Rest Acres Road and the condominiums to absorb some of the sound made by the traffic that flows up and down the hill in this area. This request is before you widen the road in and/or around 2021 as in Section 7.5.2 of your TRANSPORTATION MASTER PLAN.

Reason for the request is that ever since the forests on the east side of Rest Acres Road have been removed, the noise from the ever increasing volume of trucks is not being absorbed and therefore we are getting more and louder noises at all times of the day and night.

Some units have already replaced the windows and sliding glass doors which have made a difference, but with so many trucks breaking and having to make the climb, there is still a significant traffic noise. Also, many trucks stop at Tim Horton's for sustenance and are just starting off as they drive past our area.

The new housing developments north of ours all have some kind of solid fencing for a noise barrier. We would like the County to consider putting up a wooden fence, solid tree line or staggered conifers beyond the sidewalk, a stone sound barrier or some other kind of noise barrier to help alleviate some of this noise. At times it is difficult to hold a conversation inside with the doors or windows open for fresh air, let alone while enjoying the outdoors on the decks. Sleeping with the windows open is non-existent. The added conifers would add an aesthetically pleasing appearance to all concerned.

When many of the owners moved into this area, there was a lot less traffic and there was some noise which was understandable, but this situation seems to be getting out of hand. With this extra traffic goes the issues of dust blowing around from the lack of ground cover on the east side and the garbage blowing from various locations into our back yards.

We ask that you move quickly in responding to our request so that the work maybe completed very early in the spring, or as soon as possible.

Thank you in advance for your consideration,
Concerned ■ Cobblestone Drive Owners



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

Exit to Rest Acres off Cobblestone is difficult now. Lights can work but in the interim the problem is increasing w school hrs. & vehicles exiting from Tim Hortons.



(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.



Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

I don't think proper thought of businesses has taken place. We contribute to PARIS through employment of local people, contribution to local sports, and taxes. Whether it is now or in 5 years there will be huge financial implications. We count on the passing traffic, losing this will change things for us. If the only entrance to our plaza becomes the side road it is even less likely to have these people continue to our location. Please visit the location →
(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.



Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email

P2

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

on Ira Needles in Kitchener and watch the traffic flow. With the slow down from the roundabout they are able to easily negotiate a left hand turn. Very disappointed in the ~~lack~~ lack of consideration for local businesses. The pre-mature mall location ~~is~~ should be allowed to remain the same.



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

I'm remaining concerned about congestion increasing on + off Cobblestone with the current plan. You are adding in a U-Turn with school buses coming + going. Increasing noise + does not solve problem turning left onto Rest Acres. Current parking on both sides of cobblestone right up to the intersection creates significant congestion.

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.

Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

- ① Cobblestone housing / school / area parks requires a second egress ^{to rest acres} as there is too much traffic today let alone 5-10 years from now - appropriate
- ② suggest establishing a road about @ cobblestone to address ~~eg~~ access & flow of traffic & assess arlington roundabout need when established.
- ③ take into consideration the comments that Laurie Ann ^{residents} ~~home~~ submitted regarding Cedar St @ Rest Acres Rd.

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.

Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

I would like to know why the fence for Laurie Ann Lane residents, along Rest Acres Road, is not a sound barrier fence? We were told that it would be and it definitely is NOT! With the proposed increase in traffic the noise will only get worse. I would like someone to assess the current fence and let us know when a sound barrier fence will be installed as promised.

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.

Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

- Left turn into plaza still needed
* Dangers of legal Uturn vs left turn
* confusion for truck and Bus deliveries into plaza (every day)
suggestion → * Left hand in-out with side access would spread volume traffic out (if proposed volume of traffic is coming to area)

* seems like this is the main issue for the entire road, shouldn't focus be on finding a solution that works for business owners and the Paris community (Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.

Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

There is a lot more traffic since we moved in 4 years ago. Sound studies 5 years ago are out dated and need to be redone.

We have asked for a sound barrier but no reply was given. see special sheet in box.

Its great for outsiders to plan for other places. esp. small ones where the outcome does not affect them - They don't have any ownership to this like we do.
(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.



Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

Redo the Cost-Benefit analysis for Roundabout at Cobblestone
For → more road + roundabout 10-30' ^{east} ~~west~~ (whatever is needed to avoid disrupting existing property on west) - perhaps gets into non-county property on east but nothing is built there yet, so if site plans not yet approved, would appear there is opportunity to alter them to allow for this.
→ Does this approach change the economic analysis for roundabout at Cobblestone.
(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.



Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email

P2

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

- ② Have auxiliary lane for left turn into 1084, signed for 1084 turn only so drivers don't think it is left turn lane for Cobblestone (should reduce risk of rear end collisions we talked about) + park-chop exit from 1084 to restrict/eliminate left hand turns out. - go to Arlington roundabout to get out or then go around to go north. Possibly legal in Michigan, but if you really wanted to prevent left turn out, put in the "tire shredders" you see at airport rental car lots to prevent wrong direction traffic of cars, in the turn median so one could safely only go left in street left out
- ③ If Alternative 6 is ultimately chosen, while those driving in some US states on holidays may be familiar to the U turn at intersection approach (it surprised me the 1st time I saw it north of Detroit), we will need an education period for Pass/Brant drivers. Allow for putting up signage informing northbound drivers, that you get into 1084 by doing U turn in another 100 metres.



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

Pit Haulage Road

- ① What is the rationale for a roundabout here?
② There is a road east but no matching road west.
③ When the County wanted to purchase land in the area, MTO said no - the haul road would be closed when the gravel is gone. What changed?
④ Two years ago a Solar Panel complex (private) was going to go into the pit - they would not
(Please turn over if additional space is required.) went the public in.

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:

Steve Taylor, P.Eng.

BT Engineering

25 Baseline Road West, Suite 11A

London, Ontario N6J 1V1

Tel: (519) 672-2222 Fax: 1 (519) 488-0775

stevenj.taylor@bteng.ca

(over)

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.

Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

5) If a grow op was to locate in the pit, they would not any one in

Edgar Entrance

Q Was a round about, now a right in right out - no barrier?

Q When the subdivision goes in will not the majority of workers want to go south to 403. What will stop them coming and going left at 5 am etc



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

The two most dangerous intersections on Rest Acres Rd, in my experiences, are the entrance to the plaza and Powerline Rd. There have been incidents where t-boning and rear ending another vehicle have been too close. In my opinion, the plaza issue has not been fully addressed. The round-a-bout @ Powerline or lights would be much safer. We live immediately adjacent to R.A. Rd. With the widening, our side of the four lanes will be very close to our fence - probably too close. As a result noise barriers will be

(Please turn over if additional space is required.)
Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.



Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

essential. Our concern is the impact on our property value if one cannot sit out on the deck without high traffic noise. The current white fence is not sufficient as most transport tractor cabs are higher than the top of the fence.

Your company has a difficult task in meeting the needs of the County and its residents. Regular two-way communication has been and will be appreciated.



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

Please see comments on attached letter to the County dated August 16, 2017.

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.



Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email



August 16, 2017

County of Brant

Re: Rest Acres Corridor – Comments Re: Class Environmental Assessment (EA) Addendum

Vicano Developments Limited owns the property known as 1084 Rest Acres.

Arlington Commons Limited owns the property known as 1285 Rest Acres / Arlington Parkway.

Each of the above-noted corporations is a separate corporation with differing shareholders. I attended the August 2, 2017 Public Information Centre meeting/presentation.

1084 Rest Acres, at this time, has a full movement and access from Rest Acres Road.

When the site was constructed 6 years ago, Vicano Developments Limited entered into a SPA that included a specific, legally binding agreement and site specific site plan that was approved by the county and registered on title.

Vicano Developments Limited constructed and paid for road widening, acceleration lanes, deceleration lane, left turn lane, etc along Rest Acres Road to allow the access of a full movement as requested and approved by the County.

All our tenants rely on this full movement / access and all tenants have a clause in their lease with us that the approved site plan may not be altered and if it is altered their lease would be null and void.

Our tenants relied on this full movement entrance and made a decision to locate in our development.

Further at that time, the County envisioned a full access at both 1084 and 1285 Rest Acres via mutual easement entrance agreement between both properties and stated / committed to allowing only that between Cobblestone and the future Arlington Parkway.

We relied on this full movement entrance and made a decision to develop this site.

We, in the recent past, went ahead and purchased 1285 Rest Acres, and again relied on this access.

Of the 8 alternative/suggestions provided on the August 2 meeting, only alternative 1A provides a full access/movement to our property at 1084 and is acceptable. We propose a change that would see a larger entrance/exit straddling 1084 & 1285 providing full movement to both properties.

We agree with full movement without signals, at this mutually shared access as stated above.



We would agree that at any time after 5 years of completion of the improvements to Rest Acres Road both, Arlington Commons Limited and Vicano Developments Limited will pay for the install signals as may be directed by the County. Bases & Conduits would be installed for future signalized intersection and paid by Vicano at the time of re-construction of Rest Acres Road.

Reasons why we do not agree, nor accept the other “Alternatives 2-6”:

1. The traffic projections as predicted by BT Engineering are for 20 years out plus. We will not be at that point for a long time.
2. Most other similarly classified roadways & sites in other Ontario cities have this exact same interchange/access, full access, with or without signals.
3. The tenants are convinced that they will lose a significant number of customers/clients and as a result will suffer dramatic adverse financial impacts.
4. Our tenants will be in a position to break their lease
5. We do not agree in the suggestion that a U turn at Cobblestone will allow safe, alternative path of traffic for north bound traffic to access 1084 Rest Acres.
6. We believe that the residential neighborhood along Cobblestone will be visited constantly by vehicles speeding into their driveways to back-up and turn around to head south to enter 1084 and would complain to the County.
7. We do not agree that there would be any more traffic hazards with a left turn lane into our site as this exists everywhere in Ontario at every major intersection.
8. There are still two northbound lanes, what is the difference between this and a left and turn lane at Cobblestone that is proposed? Why does it work at Cobblestone and not here?

For these reasons, I would strongly urge the Public Works Committee and eventually Council of The County of Brant to endorse alternatives 1A with 1B provided traffic signals are added at a later date.

As always, we are available to discuss our position with County staff, consultants and councillors.

Respectfully,

Vicano Developments Limited



Comment Sheet

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

Thank you for providing information regarding the Rest Acres Road Corridor.

I am unsure if the Laurie Ann Lane entrance off of Rest Acres (RA) involves a traffic light.

If not, we are concerned about the additional complexity of entering the highway from Laurie Ann Lane. This is particularly troublesome when it appears that the Cedar Street access will be closed, creating additional traffic from/to Laurie Ann Lane.

Another concern, as you heard at the meeting is the noise level. After 6 years and thanks to a condo developer, we were able to install a 10' wood fence. Since the plan involve moving the roadway much closer to the wood fence, we strongly recommend a concrete noise abatment fence be installed. Otherwise, quality of life will significantly degrade. (Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **August 18, 2017** to:

Steve Taylor, P.Eng.
BT Engineering
25 Baseline Road West, Suite 11A
London, Ontario N6J 1V1
Tel: (519) 672-2222 Fax: 1 (519) 488-0775
stevenj.taylor@bteng.ca

Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended. Any comments received will be collected under the Act and, with the exception of personal information, will become part of the public record.

Name / Organization: [Redacted]
Address [Redacted]
City / Town [Redacted] Postal Code [Redacted]
Email address [Redacted]

Please check a box if you would like to be added to our mailing list to be informed of the publication of the EA Addendum Report. mailing address email

Public Information Centre (PIC) No. 1
Wednesday August 2, 2017

Rest Acres Road Corridor
Class Environmental Assessment (EA) Addendum

Our home is directly adjacent to the planned expanded corridor. New condos behind our home and the Laurie Ann Lane homes backing onto RA will all need additional noise abatement treatment.....a wood or plastic fence will not do, particularly since a traffic light will be put on Cobblestone, creating backups and increased noise during acceleration when the light turns green.

Please advise when the environmental session will be held, as we plan to submit our concerns at that meeting as well.

Thank you for the opportunity to provide feedback.

[Redacted]

Wednesday, April 12, 2017

To:

Public Works Committee
County of Brant
Email: publicworks@brant.ca

Dear Sir:

My wife [REDACTED] and I are Owners of a Home in the Stonegate Condominium Townhome Community at 30 Cedar Street in Paris.

Last evening we attended a Public Hearing at the Brant Sports Complex regarding Cedar Street.

We have addressed our concerns regarding Cedar Street in a separate letter to Joe Murphy, Capital Project Manager, County of Brant.

During the Hearing, mention was briefly made, by Mr. Murphy, of a '**Rest Acres Road Study**'. This was officially the first time that we had heard of such a Study.

Since our home 'backs' onto Rest Acres Road, I am sure that you can appreciate our concern about the possible eventual negative impact of any recommendations of this Study. I refer not only to the noise, dust & dirt caused during any possible lengthy road construction but also the **added noise and exhaust pollution** caused by increased traffic that might use a widened section of the roadway (which would undoubtedly move the West curb-line of the road even closer to our back fence).

Just a few days ago we had been advised of an article (<http://www.brantfordexpositor.ca/2017/03/26/rest-acres-road-roundabouts>) in the Brantford Expositor which we now realize very likely refers, in whole or in part, to this Study.

We would also like to comment on a couple of statements in that article regarding Rest Acres Road.

"A major route northward into the established, more intensified town of Paris and into expanding subdivisions, some not yet built;"

and

"The recommended plan contains key features with flexibility for refinements during the detailed design stage:

- *New roundabout approaches north and south of the 403 with extensions or modifications to the roundabout approaches;*
- *Potential minor offset of roundabouts to improve safety;*
- *A potential to carry two northbound lanes through the north ramp terminal roundabout as a future project, if and when the county extends **four lanes** north of the interchange **into Paris**"*

WHERE exactly is all the traffic that would supposedly use the four lanes going to go once it gets to the North end of Rest Acres Rd at Highway 2? The roadways (King Edward Street, Grand River Streets North and South) leading to and through the Town Centre are only one lane in each direction, as is the bridge on Dundas Street over the Grand River, and are not sufficient to handle significantly larger volumes of traffic. Furthermore, we strongly suspect that the majority of the citizens of Paris do not want an "*intensified town*" along with the resultant logjams of traffic clogging the Downtown core or major thoroughfares at any time in the future.

This same newspaper article also described the Highway 403/Rest Acres Road interchange as being "overworked". Since reading the article I have spent time (including during Rush-Hour Periods) observing this interchange.

During my 30-year career with the Metropolitan Toronto Police, I was a supervisory Sergeant in a Traffic Investigation/Enforcement Division and had extensive Training at the Ontario Police College as a Collision Reconstructionist. As a result, I am certain that I can speak with considerable expertise when I offer my opinion that this interchange is, in no way, "overworked" nor is Rest Acres Road itself North of Highway 403. Therefore, many of the recommendations mentioned in the article that are based upon the assumption that the interchange is "overworked" are unnecessary, especially for the portion of Rest Acres Road North of Powerline Road, even with the eventual, unfortunate addition of many new homes on the East side of Rest Acres Road at Powerline Road.

In summary,

1. Do NOT widen Rest Acres Road to four lanes North of Powerline Road to King Edward Street (Highway 2).
2. Subject to available space, give consideration to replacing the signalized intersection at Rest Acres Road at King Edward Street (Highway 2) with a Roundabout.....similar to the one just North of Highway 403 on Highway 52 at Jerseyville Road. This would totally eliminate the often lengthy delay waiting for the traffic signal at Rest Acres Rd at King Edward Street which results in a considerable volume of traffic using Cedar Street as a short-cut to avoid the delay.
3. Enact legislation to make Rest Acres Road between Powerline Road and King Edward Street (Highway 2) a Posted and Enforceable NO HEAVY TRUCK zone. This would force Heavy Trucks exiting Highway 403 to turn left onto Powerline Road and use Cleaver Road and/or Bishopsgate Road to access Highway 2. (Both of these roads are far more sparsely populated than Rest Acres Road.). Placement of either a roundabout or traffic signals at the intersection of Rest Acres Road and Powerline Road would assist in this diversion. This would significantly 'lighten' the volume of traffic on the above-mentioned section of Rest Acres Road.

As things currently exist, (except for the annoying din of operators of Northbound transport trucks using their Engine Brakes to slow as they approach King Edward Street/Highway 2), the Noise and Volume of Traffic on Rest Acres Road behind our home is bearable. We are certain that you can appreciate that any changes, which would result in significantly increased traffic on Rest Acres Road, would not be.

I would appreciate it if you will give us your comments at your earliest convenience.

I would also ask that, if there are any public reports or decisions from these Rest Acres Road Studies that they be forwarded to me and I would like to be on the email list for any future correspondence on same.

Yours truly,


[Redacted]

[Redacted]

[Redacted]

[Redacted]
[Redacted]

Appendix D – Select Correspondence

MEETING NOTES		
	Project Name:	Project Number:
	County of Brant Rest Acres Road Corridor Addendum	BT Eng 16-037

TYPE/NUMBER:	Property Owner Meeting - Vicano Property (1084 Rest Acres Road)
DATE:	September 19, 2017
LOCATION/TIME:	Vicano Construction Limited - 225 Paris Road, Brantford
PURPOSE:	Review of 1084 Rest Acres Road Development

NAME	COMPANY	ROLE
PRESENT		
Paul Emerson	County of Brant paul.emerson@brant.ca	CAO
Michael Bradley	County of Brant michael.bradley@brant.ca	General Manager of Operations / Deputy CAO
Brian Coleman	County of Brant briantbridgeview@gmail.com	Ward 5 - Councillor
Aaron Wignall	CF Crozier awignall@cfcrozier.ca	Senior Transportation Technician
Paul Vicano	VDL, paul.vicano@vicano.com	Property Owner
Peter Vicano	VDL, peter.vicano@vicano.com	Property Owner
Steve Taylor	BT Engineering Inc. stevenj.taylor@bteng.ca	Consultant Project Manager
DISTRIBUTION		
Joe Murphy	County of Brant Joe.Murphy@brant.ca	Capital Project Manager

Item	Assigned
1.0	Peter Vicano provided a background of the development of the 1084 Rest Acres site and the road improvements they funded to create the commercial block. As of a year ago they are now 100 % leased and the site is a success, and they wish to protect their investment and tenants.
2.0	Peter Vicano described the adjacent commercial development (described as the Sobey's site) which will share the access into the 1084 site. Both sites will have shared access to the roundabout to the south.



MEETING NOTES

County of Brant
1084 Rest Acres Road – Vicano Property Owner Meeting
September 19, 2017

Item	Assigned
3.0	The consultant described that the objective for the road planning is to define the long term roadway design that will establish right-of-way boundaries and major intersections. This road corridor will be in place for centuries even though land uses may change every 30 to 40 years. The EA process also mandates that mitigation to existing land uses be provided where possible to reduce detrimental effects of the project.
4.0	Information A collaborative discussion led to the following proposal that was accepted by the County and Vicano Developments as a favourable stepped approach to implementing longer term roadway improvements. a. Long Term Plan: EA Addendum would include the consideration for an offset roundabout at Cobblestone Drive. This avoids the residential properties, improves the access to the 1084 site and would have land requirements to the east. Meetings will be scheduled with these land owners. The 1084 access would be converted to a right-in and right-out driveway and be bookended with roundabouts to the north and south, and include a joint internal access between commercial lots. b. Interim Plan: An interim plan would be implemented that would allow northbound left turns into the site from Rest Acres Road. Exiting traffic would be restricted to right only (southbound) directed to the roundabout. The timeline for the interim period would be for 5 to 10 years based on the following triggers: <ol style="list-style-type: none"> 1) No changes within 5 years for northbound lefts (unless triggered by an injury or fatal type collision) 2) After 5 years the conversion to right-in/right-out would be triggered by the first of the following: <ul style="list-style-type: none"> • Reaching 10 years (January 2028) • Traffic volumes reaching an AADT of 12500 • Collisions with one of the following occurring: 1 fatality; or 1 injury type collision; or 2 reported property damage only type collisions. The



MEETING NOTES


County of Brant
1084 Rest Acres Road – Vicano Property Owner Meeting
September 19, 2017

Item	Assigned
definition of the intersection would be within 50 m of the centreline of the driveway on Rest Acres Road. c. The mitigation plan would be documented in the EA addendum report. Action BTE d. A description of the future roadway modifications would be included in all new leases by the Vicanos.	BTE VDL

Prepared by

Steve Taylor, BT Engineering Inc.

Sent via email

MEETING NOTES		
	Project Name: Brant Rest Acres Road Corridor Review	Project Number: 16-037

TYPE/NUMBER:	Property Owner Meeting
DATE:	September 19, 2017
LOCATION/TIME:	County of Brant Offices – 66 Grand River St. N., Paris – 1:30 pm
PURPOSE:	To discuss access concerns related to the proposed roundabout locations

NAME	COMPANY	PROJECT ROLE
PRESENT		
Andrew Mulder	LIV Communities	amulder@livhere.ca
Kate Wills	MHBC Planning	kwills@mhbcplan.com
Dave Aston	MHBC Planning	daston@mhbcplan.com
Rob Trotter	Brant County	rob.trotter@brant.ca
Ruchika Angrish	Brant County	ruchika.angrish@brant.ca
Marcus Davidson	Brant County	marcus.davidson@brant.ca
Don Cunningham	Brant County	don.cunningham@brant.ca
Joe Murphy	Brant County	Joe.murphy@brant.ca
Steve Taylor	BTE	stevenj.taylor@bteng.ca
Stephen Brook	BTE	stephen.brook@bteng.ca
DISTRIBUTION		
All Present		

Item	Assigned
1.0	Introduction
1.1	<p>It was noted that:</p> <ol style="list-style-type: none"> LIV Communities lands extend from Powerline Road to Vic Chambers Place along the west side of Rest Acres Road. Losani Homes are now also developing Phase 2 of the Mile Hill Subdivision. Their development, on the east side of Rest Acres Road, extends from Edgar Place to north of Vic Chambers Place. <p>Dave Aston noted that MHBC are representing LIV Communities and Losani Homes.</p>

BT ENGINEERING
BTE MEETING NOTES

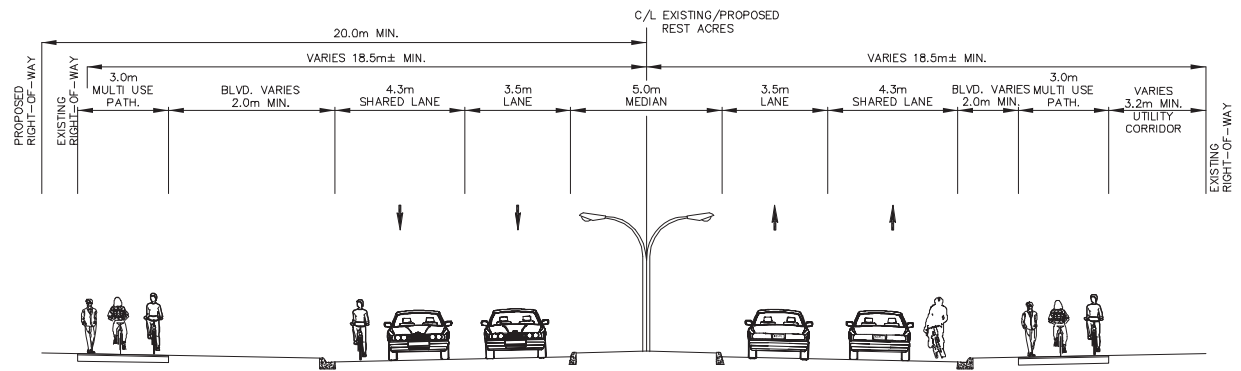
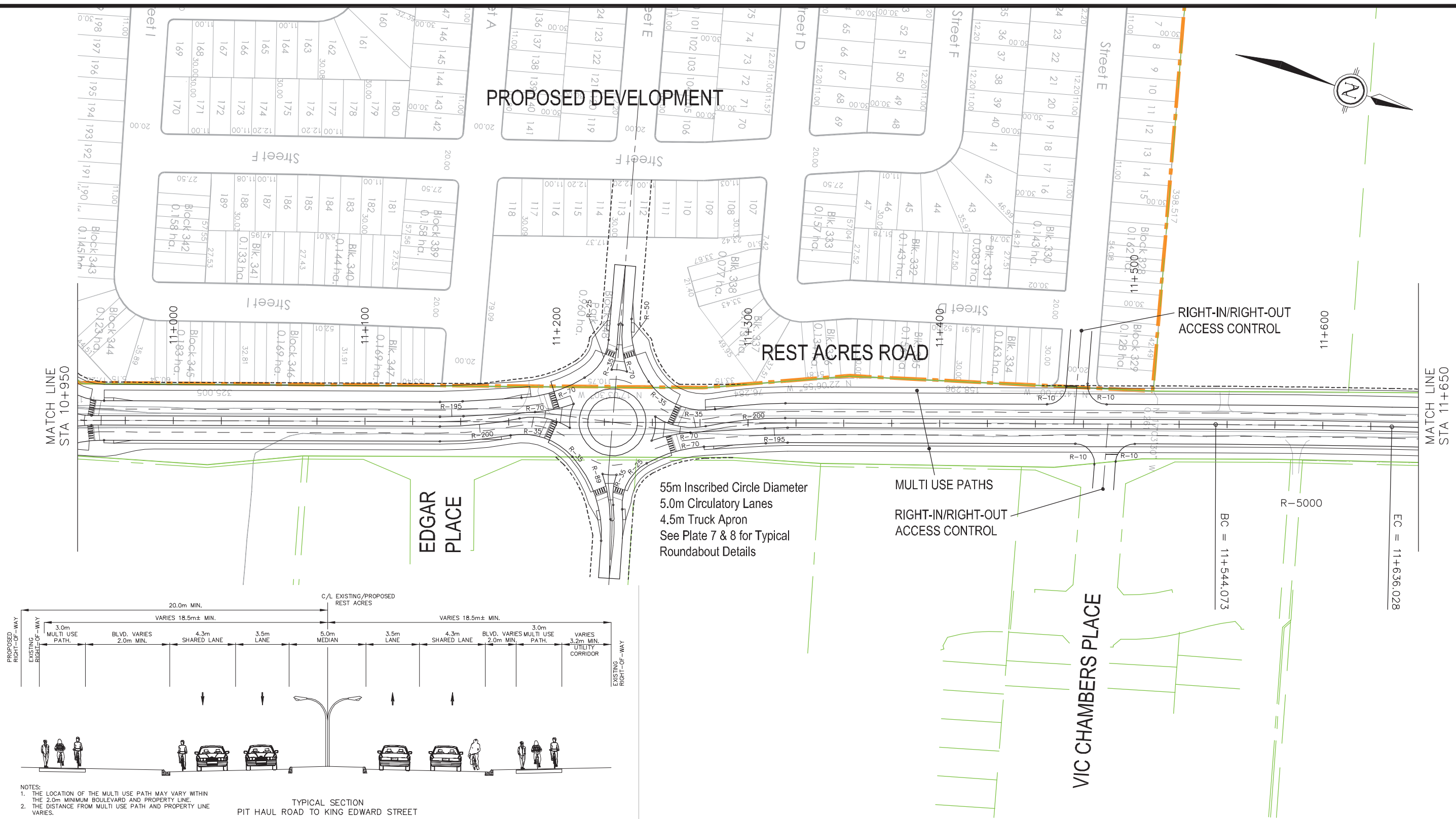
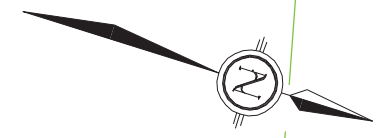
Brant Rest Acres Road Corridor Review

Item	Assigned
2.0	Project Description
2.1	LIV Communities and Losani Homes requested that the Rest Acres Road EA Addendum consider alternative roundabout locations to provide a more central full movement access.
2.2	Steve Taylor noted that due to the proximity of Edgar Place to Powerline Road (less than 250 m), provision of a roundabout at Edgar Place is not recommended.
2.3	<p>MHBC proposed changing the roundabout that had been approved at Vic Chambers Place as part of the previous EA to right-in/ right-out access and providing a new roundabout in line with Street E.</p> <p>BTE's initial response was that this option may require the closure of Edgar Place.</p> <p>MHBC and LIV responded that closure of Edgar Place could be accommodated if the roundabout could be relocated from Vic Chambers Place.</p> <p>It was noted that the closure of Edgar Place may require either the relocation of some utilities that are currently in place for Mile Hill Development or the designation of an easement.</p>
2.4	MHBC to provide an AutoCad file to BTE identifying the location of Street E. MHBC
2.5	BTE to provide a preliminary layout of the relocated roundabout. (<i>attached</i>) BTE
2.6	A follow-up meeting can be scheduled if required

Prepared by:

Stephen Brook
Sent via email

Attachment: Relocated Roundabout Preliminary Layout



NOTES:
1. THE LOCATION OF THE MULTI USE PATH MAY VARY WITHIN THE 2.0m MINIMUM BOULEVARD AND PROPERTY LINE.
2. THE DISTANCE FROM MULTI USE PATH AND PROPERTY LINE VARIES.

Legend:	
	EXISTING RIGHT-OF-WAY & PROPERTY FABRIC
	PRELIMINARY PROPERTY REQUIREMENTS
	PROPOSED SIDEWALK, MULTI USE PATH
	PROPOSED CONCRETE ISLAND & MEDIAN

PLATE 4
RECOMMENDED PLAN
Sta 10+950 to Sta 11+650

REST ACRES ROAD
FUNCTIONAL DESIGN

BT ENGINEERING

SCALE
 1cm = 20m

 HORIZONTAL 1:2,000

Appendix E – Noise Assessment

County of Brant
 Rest Acres Road
 from Highway 403 to King Edward Street
 Class Environmental Assessment Addendum

Noise Report

January, 2018

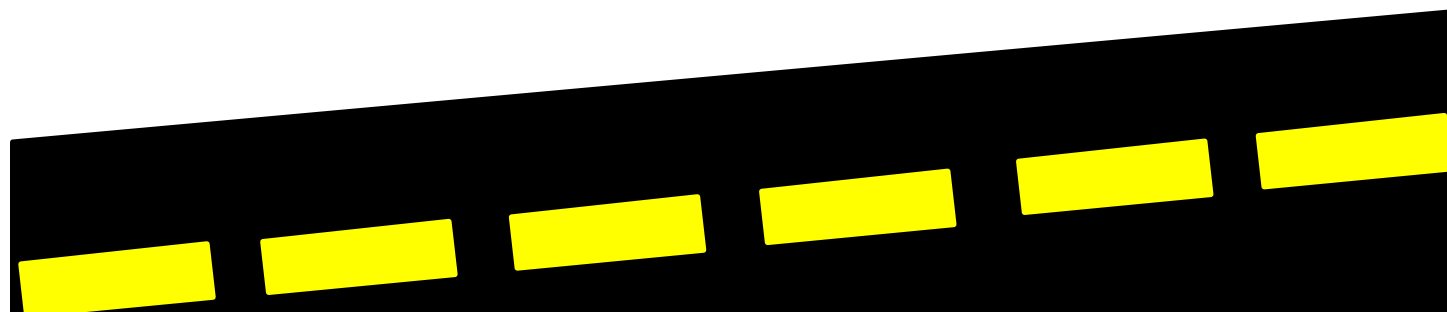


Table of Contents

1.0 INTRODUCTION 1

2.0 BACKGROUND DATA..... 3

 2.1 EXISTING (2016) 3

 2.2 FUTURE (2036) 4

3.0 METHODOLOGY 5

4.0 CONCLUSIONS AND RECOMMENDATIONS..... 7

List of Figures

FIGURE 1: STUDY AREA 1

FIGURE 2: NOISE REVIEW STUDY AREA..... 2

FIGURE 3: RECOMMENDED 4-LANE CROSS-SECTION ON REST ACRES ROAD 5

FIGURE 4: REPRESENTATIVE RECEIVER SITE LOCATIONS..... 6

List of Photos

PHOTO 1: PRIVACY SCREENS ALONG REST ACRES ROAD 3

List of Tables

TABLE 1: TRAFFIC CHARACTERISTICS..... 3

TABLE 2: TRAFFIC CHARACTERISTICS..... 4

TABLE 3: SOUND LEVELS AT RECEIVER SITES (dBA)..... 7

TABLE 4: SOUND LEVEL DECREASES AT RECEIVER SITES (dBA) 7

1.0 Introduction

The County of Brant (County) has retained BT Engineering Inc. (BTE) to undertake a corridor preliminary design plan for the Rest Acres Road Class Environmental Assessment Addendum to reflect changes previously completed in the corridor. The Study Area, as shown in **Figure 1**, is located in Paris in the County of Brant and is bounded by Highway 403/Rest Acres Road interchange to the south and King Edward Street to the north.

The previously completed EA's and the Addendum recommend widening of Rest Acres Road to accommodate future growth in the County. The purpose of this technical review is to consider existing conditions, within the Study Area, for noise sensitive adjacent land uses and mitigation measures for future noise levels to respond to concerns identified by the public in August 2017. The focus of this review is the residential development adjacent to Rest Acres Road, as shown in **Figure 2**.

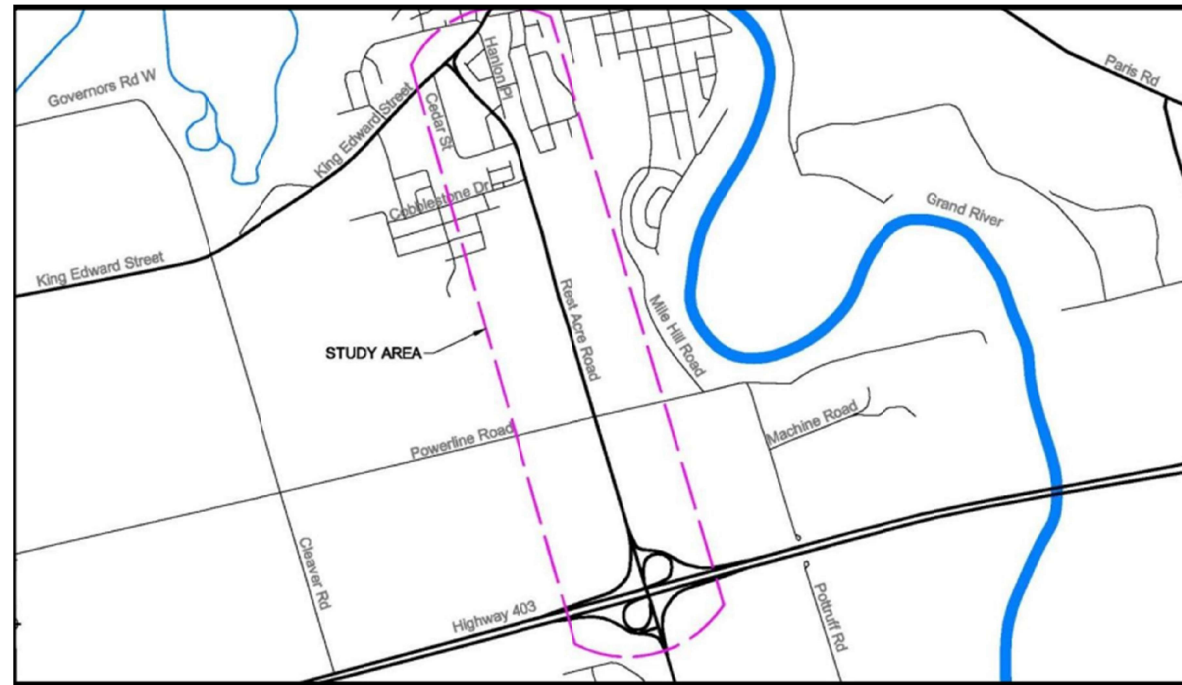


Figure 1: Study Area

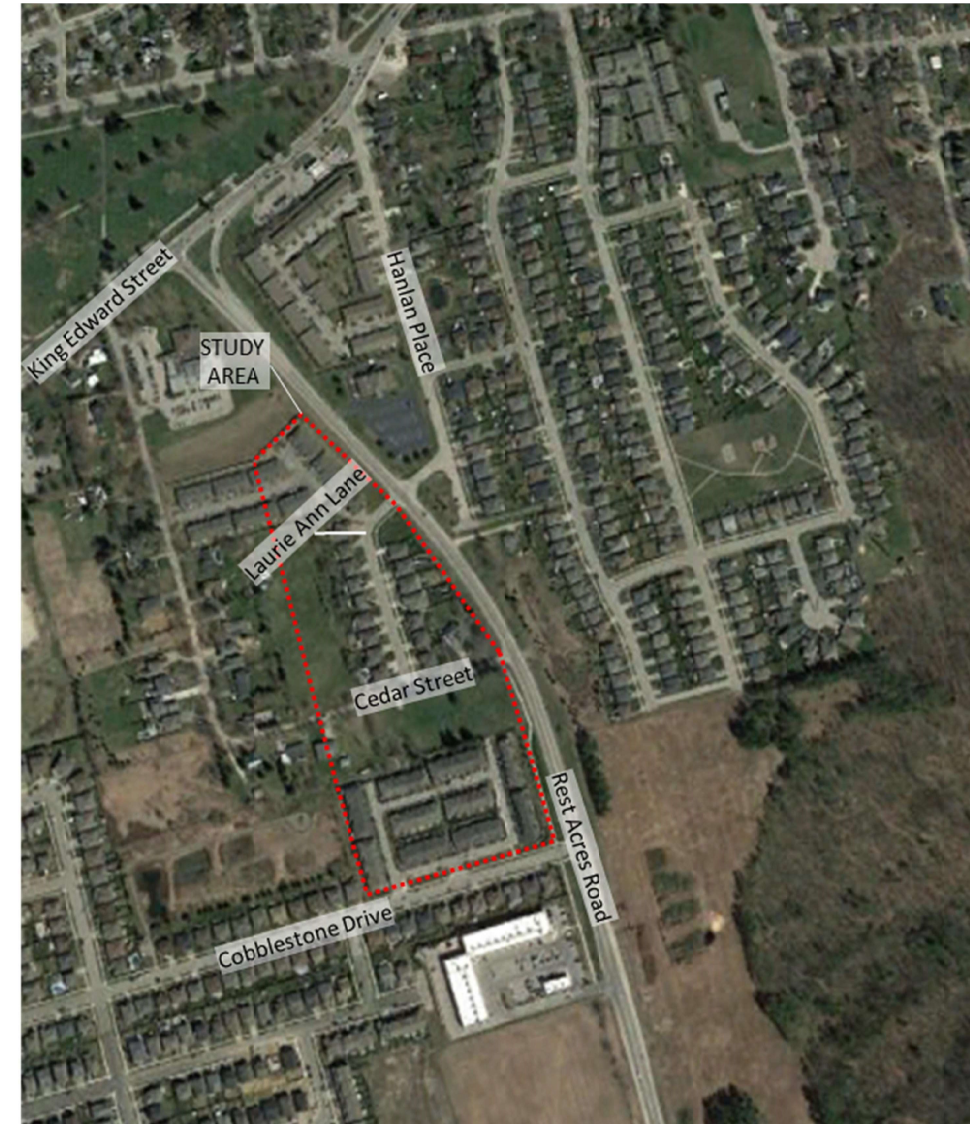


Figure 2: Noise Review Study Area

2.0 Background Data

Three scenarios were evaluated to determine the equivalent noise levels along Rest Acres Road:

- Existing (2016) – 2-lane cross-section
- Future (2036) – 2-lane cross-section (without widening)
- Future (2036) – 4-lane cross-section

The noise source considered was vehicular traffic noise emitted by traffic on Rest Acres Road. No other noise sources, such as rail or aircraft, were considered for the Study Area. The assessment was performed in accordance with the MTO Environmental Guide for Noise and MOECC/MTO Noise protocol.

2.1 Existing (2016)

Residents who live along Rest Acres Road currently experience sound from the corridor which reaches the residential area. Currently there is no noise barrier between Rest Acres Road and the residential properties. Privacy screens (see **Photo 1**) are provided along the corridor but do not provide noise abatement.

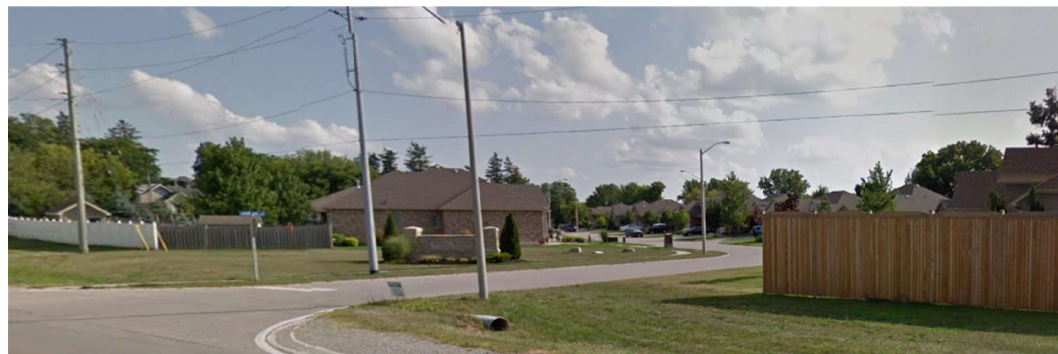


Photo 1: Privacy Screens along Rest Acres Road

The existing traffic data used, including posted speed limits and traffic volumes, are summarized in **Table 1**. The traffic volumes used in the analysis were derived from the previous Class Environmental Assessments and traffic studies completed along the corridor.

Table 1: Traffic Characteristics

Street Name	Posted Speed Limit (km/h)	Year 2016 AADT	Truck Traffic %	
			Medium Trucks	Heavy Trucks
Rest Acres Road from Arlington Parkway to Cobblestone Road	60	9000	4	5
Rest Acres Road from Cobblestone Road to King Edward Street	60	9500	4	5

2.2 Future (2036)

The future (2036) traffic data used, including posted speed limits and traffic volumes, are summarized in **Table 2**.

Table 2: Traffic Characteristics

Street Name	Posted Speed Limit (km/h)	Year 2036 AADT	Truck Traffic %	
			Medium Trucks	Heavy Trucks
Rest Acres Road from Arlington Parkway to Cobblestone Road	60	12000	4	5
Rest Acres Road from Cobblestone Road to Laurie Ann Lane	60	13000	4	5
Rest Acres Road from Laurie Ann Lane to King Edward Street	60	13500	4	5

Two scenarios were evaluated for the future (2036) noise levels:

- 2-lane cross-section (assumes widening of the corridor has not occurred)
- 4-lane cross-section as recommended in the Rest Acres Road Addendum (see **Figure 3**).

The two scenarios were evaluated to determine the increase in noise levels resulting from Rest Acres Road widening towards the residential properties.

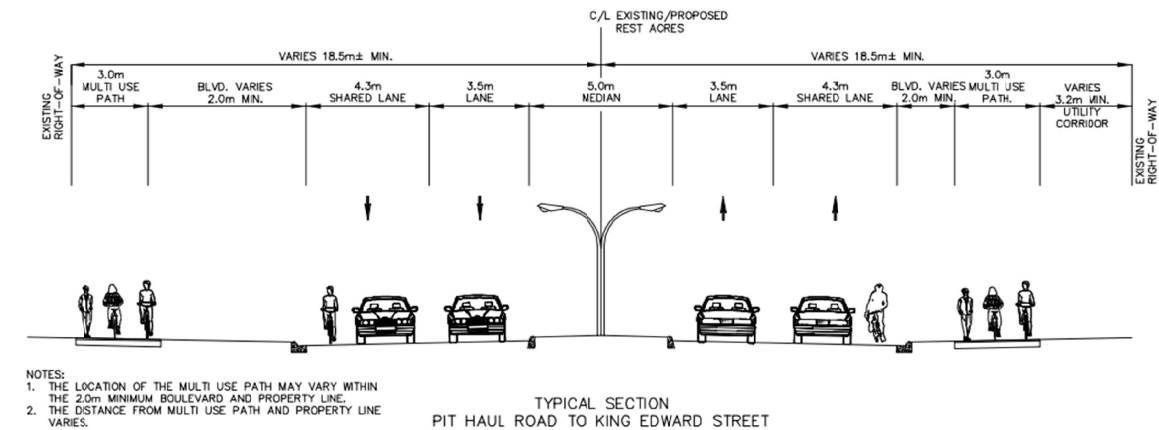


Figure 3: Recommended 4-lane Cross-section on Rest Acres Road

3.0 Methodology

The Traffic Noise Model 2.5 noise software program was utilized to determine sound levels. The sound levels were calculated with the input of data such as traffic, topographical characteristics (i.e. berms) and noise barriers.

The general overall procedure followed in the noise analysis included:

1. Identification and location of representative receiver sites within the noise sensitive area (NSA). Three were chosen for evaluation within the NSA, see **Figure 4**.
2. Prediction of equivalent sound levels based on 2016 and 2036 traffic volumes.
3. Assessment of the need for mitigation measures required to meet the appropriate noise criteria.

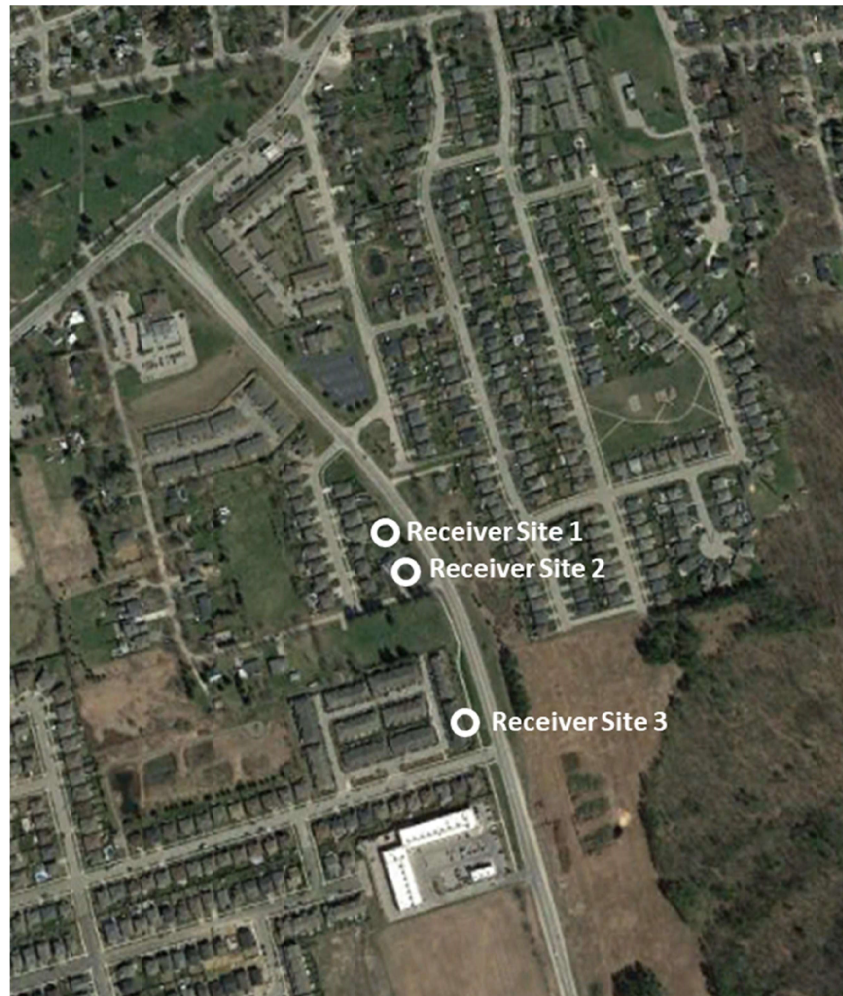


Figure 4: Representative Receiver Site Locations

Acoustic modelling utilized existing 2016 traffic volumes and 16 hour daytime equivalent sound levels (Leq's), within the study area, at the three specific receiver sites with noise sensitive land use

(residential property). On the west side, two noise barrier improvement scenarios were generated, for year 2036 conditions in the Study Area, for the following cases:

1. Do Nothing: This provides a baseline against which all other alternatives are compared;
2. Alternative 1: Extension of a continuous 3 m noise barrier from Cobblestone Drive to Laurie Ann Lane (see **Figure 5**); and
3. Alternative 2: Extension of 3 m noise barrier adjacent to the residential developments with a break at the existing Cedar Street and the non-noise sensitive land use areas (i.e. Sacred Heart Catholic Cemetery) (see **Figure 5**).



Figure 5: Noise Barrier Alternatives

The Traffic Noise Model (TNM) input considers the following:

- The intermediate ground surface (hard surface reflects sound, soft surface absorbs sound)
- Distance, in metres, from source to receiver, using the centreline of the road as the source
- Receiver height, in metres
- Posted speed limit
- Roadway grade (slope)

4.0 Conclusions and Recommendations

The conclusions for this assessment were completed assuming that the percentage of motorized vehicular traffic, including heavy trucks and medium trucks, would remain constant from 2016 to 2036. The County of Brant is currently completing a Class Environmental Assessment for an interchange on Bishopsgate Road, however this project does not yet have approval for construction. Following approval and construction of the Bishopsgate Road/Highway 403 interchange, there would be a diversion of heavy trucks to Bishopsgate Road which would result in a reduction to the overall truck traffic and noise levels on Rest Acres Road. This reduction was not taken into consideration for the 2036 traffic volumes because it does not yet have approval.

The sound levels at each of the receiver sites are shown in **Table 3**.

Table 3: Sound Levels at Receiver Sites (dBA)

	2016	2036 (2-lane Cross-section)	2036 (4-lane Cross-section)		
			Do Nothing	Alternative 1	Alternative 2
Receiver Site 1	55.4	57.4	58.9	54.1	54.4
Receiver Site 2	53.0	54.8	57.1	52.1	53.7
Receiver Site 3	58.1	59.7	59.7	51.0	51.4

The assessment of the impact of the predicted sound levels utilized the MTO/MOECC Protocol. The required mitigation effort is based on the change in future noise levels if a new barrier is constructed. If changes to the existing barrier result in more than a 5 dBA sound level decrease, the new barrier is recommended to be implemented. The changes in sound level between the 2036 'Do Nothing' Alternative and Alternative 1/2 are illustrated in **Table 4**.

Table 4: Sound Level Decreases at Receiver Sites (dBA)

	Alternative 1	Alternative 2
Receiver Site 1	4.8	4.5
Receiver Site 2	5.0	3.4
Receiver Site 3	8.7	8.3

On the west side, the Do Nothing Alternative does not achieve the 55 dBA provincial objective for noise levels in noise sensitive areas. Alternatives 1 and 2 both provide an approximate 5 dBA decrease in noise levels at the majority of receiver sites and achieve the provincial objective of 55 dBA sound levels. Therefore, Alternative 2 - Extension of a 3 m noise barrier adjacent to the residential developments with a break at the existing Cedar Street, is recommended for implementation as a cost effective noise abatement measure.