



## **CITY OF BRANTFORD**

# **WAYNE GRETZKY PARKWAY NORTH EXTENSION MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY**

## **PUBLIC INFORMATION CENTRE #1**

February 21, 2024



# WELCOME TO THE WAYNE GRETZKY PARKWAY NORTH EXTENSION

## PUBLIC INFORMATION CENTRE # 1

The purpose of Public Information Centre #1 is to present information about the Environmental Assessment, provide the public with an opportunity to review and comment on the study process, existing conditions, and recommended alternative solutions.

Representatives from the City of Brantford and their consultant, Egis Canada Ltd. (formerly McIntosh Perry Consulting Engineers Ltd.), are available to discuss the project and answer any questions.



We want to hear from you as your involvement is key to the success of the Wayne Gretzky Parkway North Extension

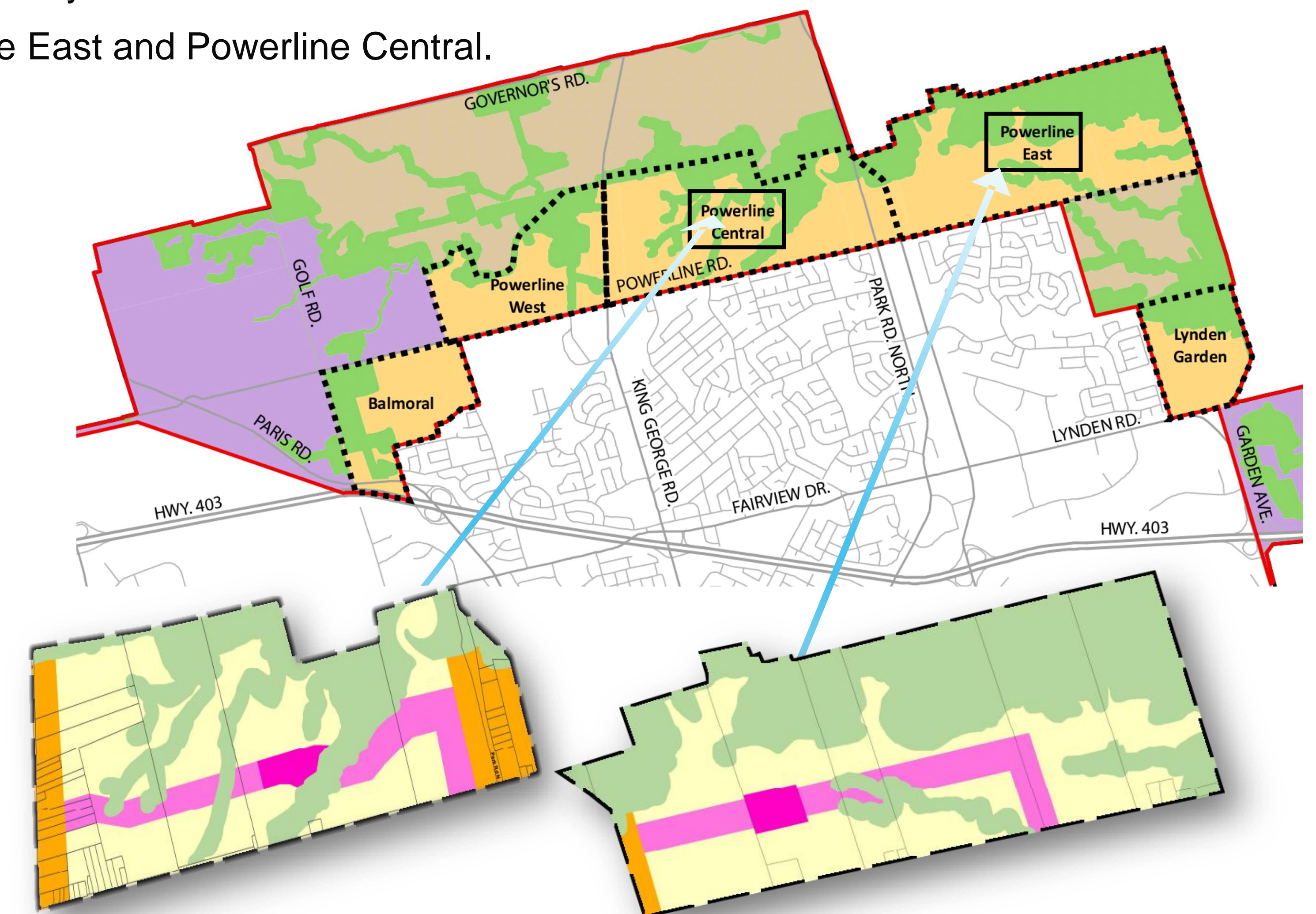
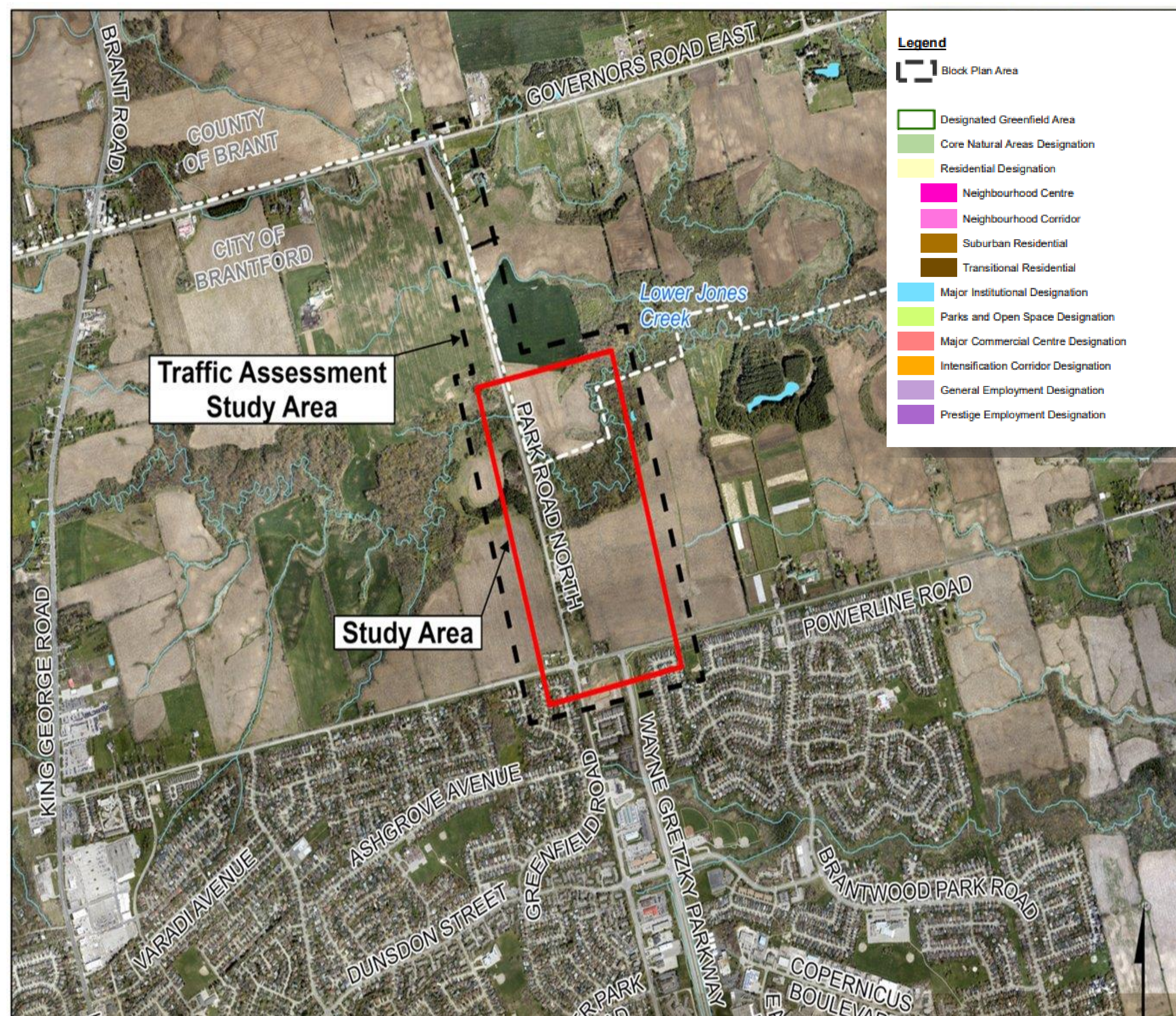
Environmental Assessment. **Please sign in before leaving!**

More details about the project are available on the project website:

**[Brantford.ca/WGPEExtension](http://Brantford.ca/WGPEExtension)**

# STUDY AREA AND OVERVIEW

- The study area is to the north of Highway 403 and includes Park Road North, Governors Road, Powerline Road and Wayne Gretzky Parkway.
- The study area land use is primarily rural and agricultural north of Powerline Road and more urbanized residential / commercial south of Powerline Road.
- By 2051 population and employment forecasts for the City of Brantford and County of Brant are expected to significantly grow.
- In 2017, the City of Brantford annexed approximately 2,720 hectares of land from the County of Brant.
- The study area is within the North Expansion Lands in the Block Plan areas of Powerline East and Powerline Central.

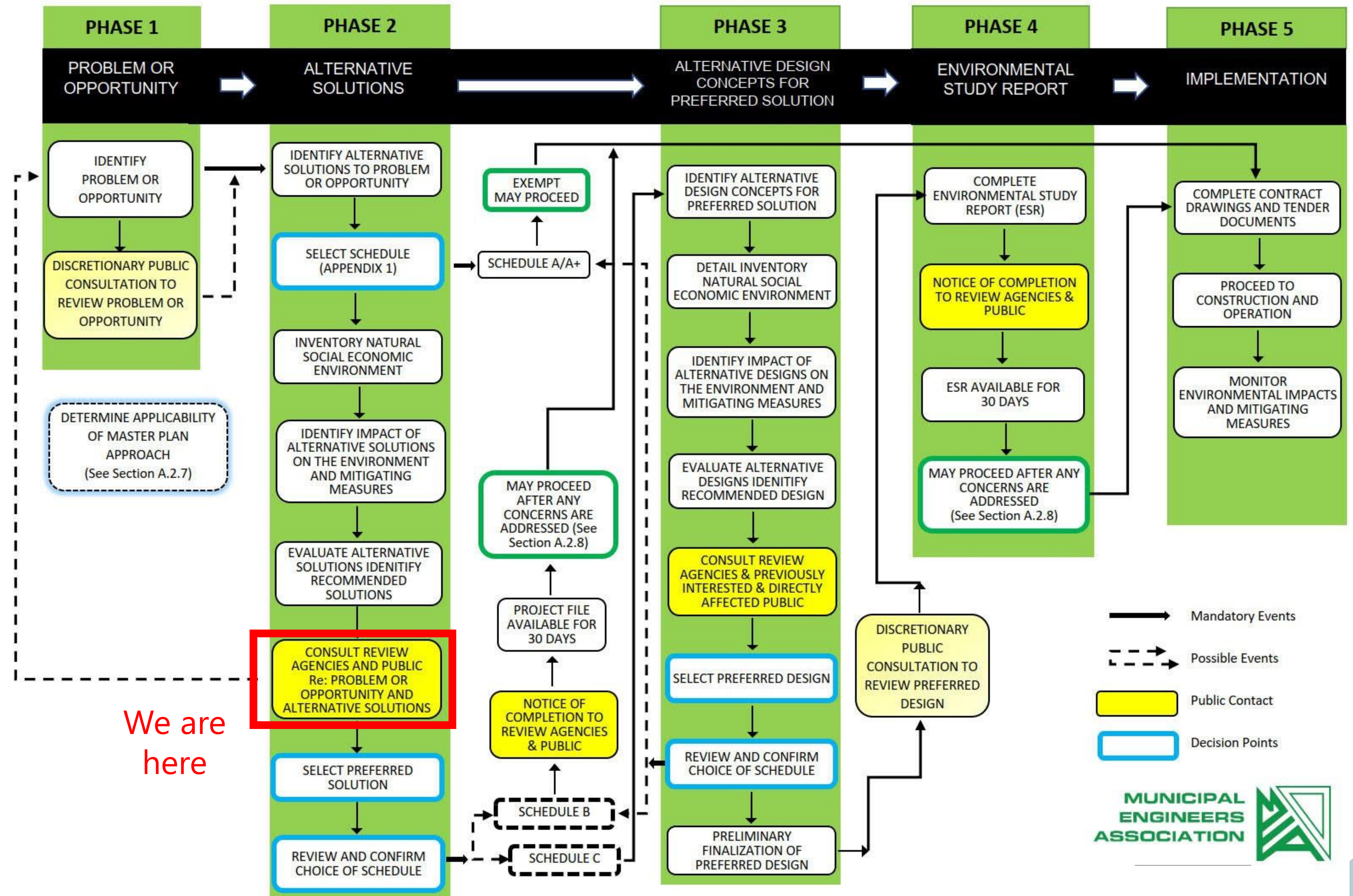


- Extension of Wayne Gretzky Parkway, north of Powerline Road has been recommended to accommodate the anticipated growth within these Block Plans.
- Additional future east-west collector road to serve the development has also been recommended which would run parallel to Powerline Road, intersecting the new Wayne Gretzky Parkway extension and Park Road North.
- Realignment of Wayne Gretzky Parkway will also require the realignment of Park Road North to intersect with Wayne Gretzky Parkway.
- Several intersections - roundabouts are to be considered (City's Roundabout Installation Policy (Public Works-022))

# MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY PHASES

- The Wayne Gretzky Parkway North Extension will be completed in accordance with a Schedule 'C' Municipal Class Environmental Assessment (MCEA) and will complete Phase 1 to 4.
- The MCEA is a process by which municipal infrastructure projects (municipal roads, water and wastewater) are planned in accordance with the Environmental Assessment Act.
- The MCEA gives due regard to protect the environment and includes the involvement of affected stakeholders in the decision-making process.
- Please visit: <https://municipalclassea.ca> for more information on the Municipal Class Environmental Assessment Process.

MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



# PROBLEM AND OPPORTUNITY STATEMENT

The Wayne Gretzky Parkway is a major arterial roadway that serves the City of Brantford (City) as a significant north-south travel route for accessing the Alexander Graham Bell Parkway (Highway 403).

The North Expansion Lands, north of Powerline Road, are anticipated to have high population and employment growth that require increased traffic capacity on the existing transportation network. The Transportation Master Plan Update (TMP 2020) identified the extension of Wayne Gretzky Parkway north of Powerline Road to provide relief to the anticipated (2051) capacity constraints to:

- service future growth;
- provide capacity relief to the King George Road corridor and north/south travel demands for the North Expansion Lands, and
- be consistent with the future vision for the area and proposed adjacent developments.

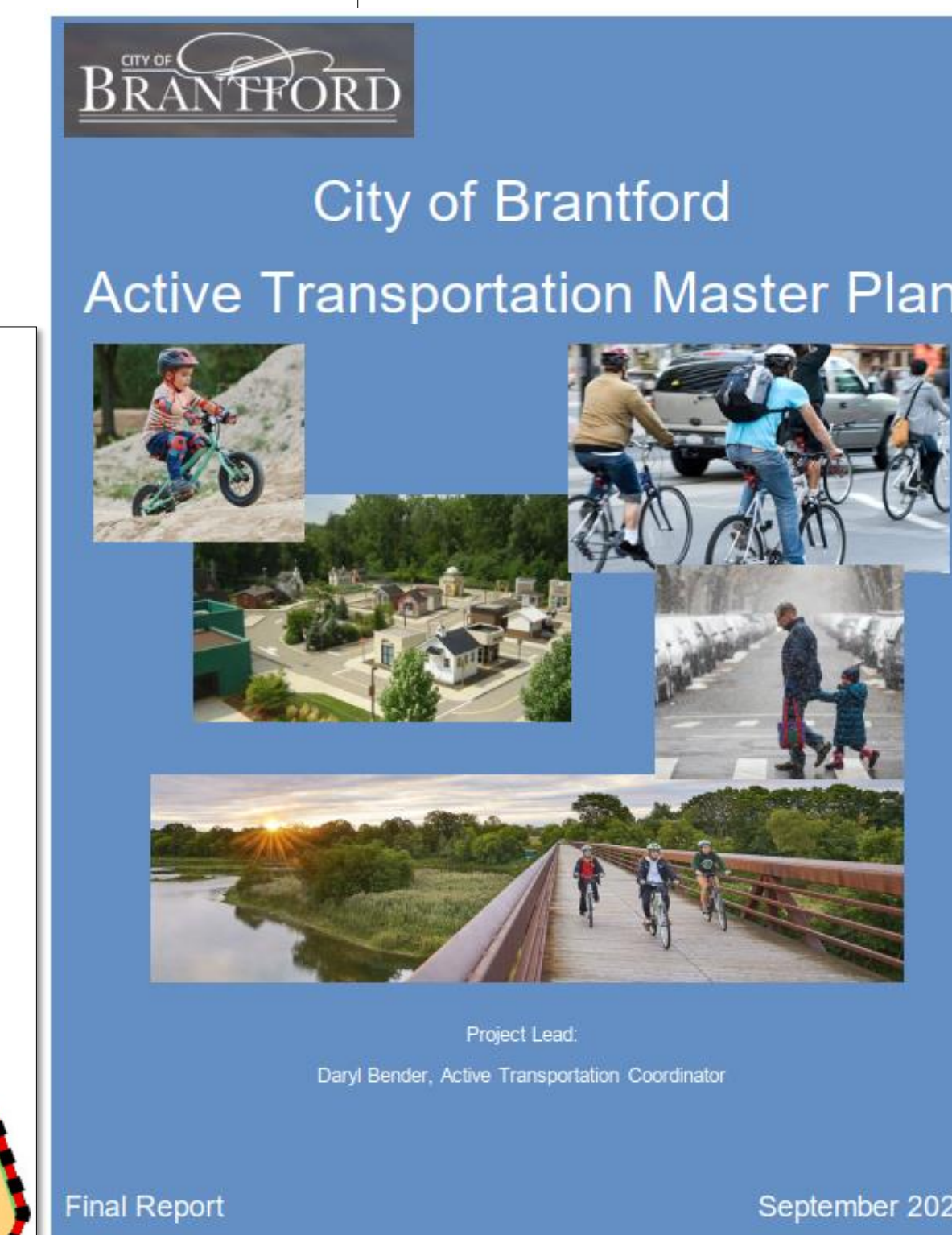
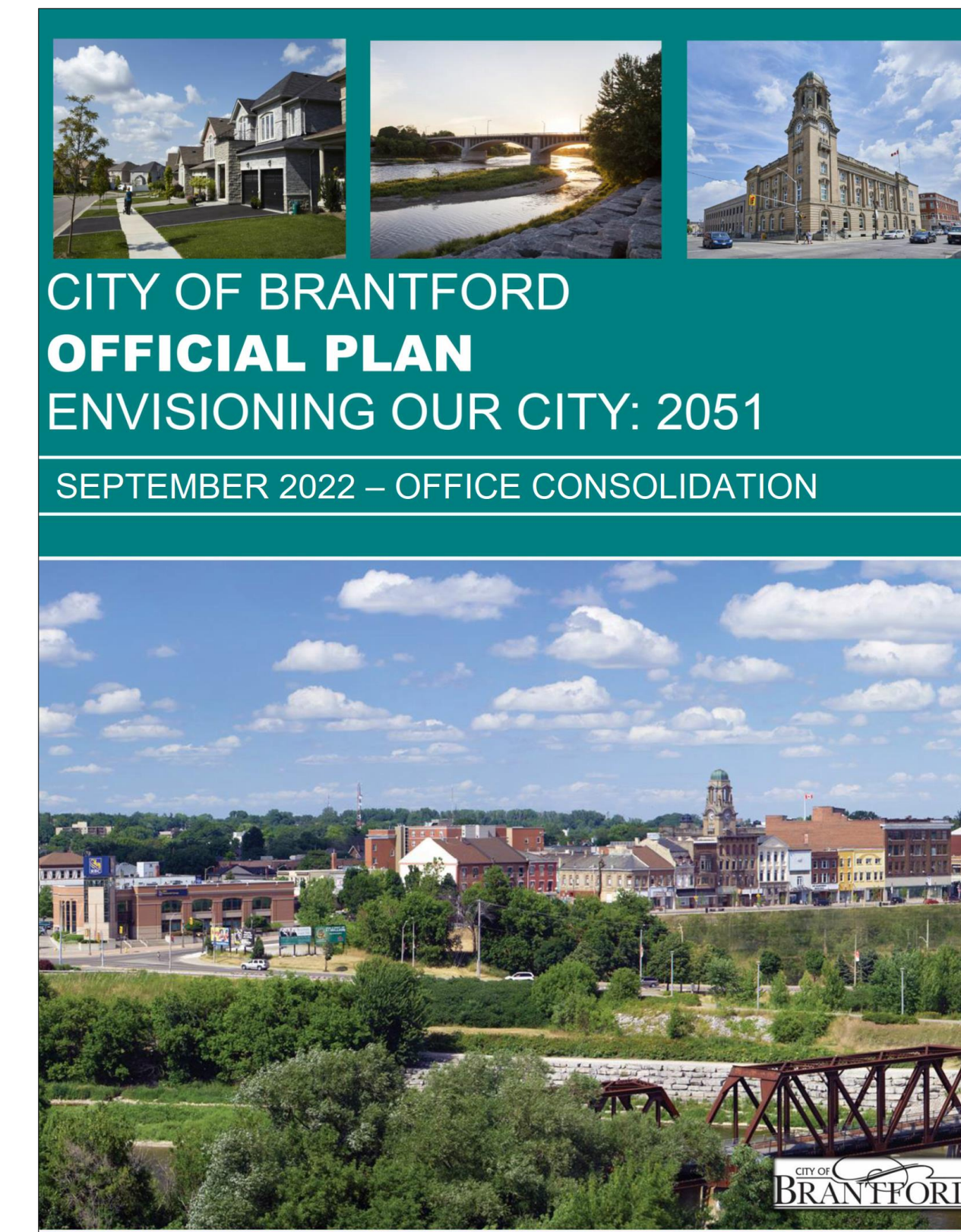
The project presents an opportunity to optimize the transportation network to accommodate the current and future travel demands, while minimizing potential impacts to the environment and climate change by:

- extending the Wayne Gretzky Parkway north of Powerline Road;
- providing a parallel route to connect travel demand back to the Highway 24 corridor for inter-regional travel via Governors Road and future provincial connecting link roadways, and
- improving multi-modal connectivity and enhancing active transportation infrastructure to improve pedestrian and cycling travel choices.



# PLANNING AND POLICY CONTEXT

- City visions, policies, and principles have been outlined in the City's Official Plan, 2020 Transportation Master Plan (TMP) Update and Active Transportation Master Plan.
- Updated Transportation Master Plan (2020) provided recommendations for future road network which included:
  - Wayne Gretzky Parkway extension north of Powerline Road with a connection to Park Road North to accommodate future growth, as well as a new east-west collector road.
  - Several new intersections will be required (i.e., roundabouts).
- Block Plan areas: Powerline East and Powerline Central Block Plan areas located in and/or adjacent to the study limits.
- A northern extension of the Wayne Gretzky Parkway was identified in the TMP to provide optimization of the transportation network as an interregional travel route accessing the provincial highways to and from the north part of the City.
- Wayne Gretzky Parkway serves as a major north-south connection through the City. The corridor also conveys the traffic from downtown Brantford to Highway 403 and other major east-west transportation corridors.

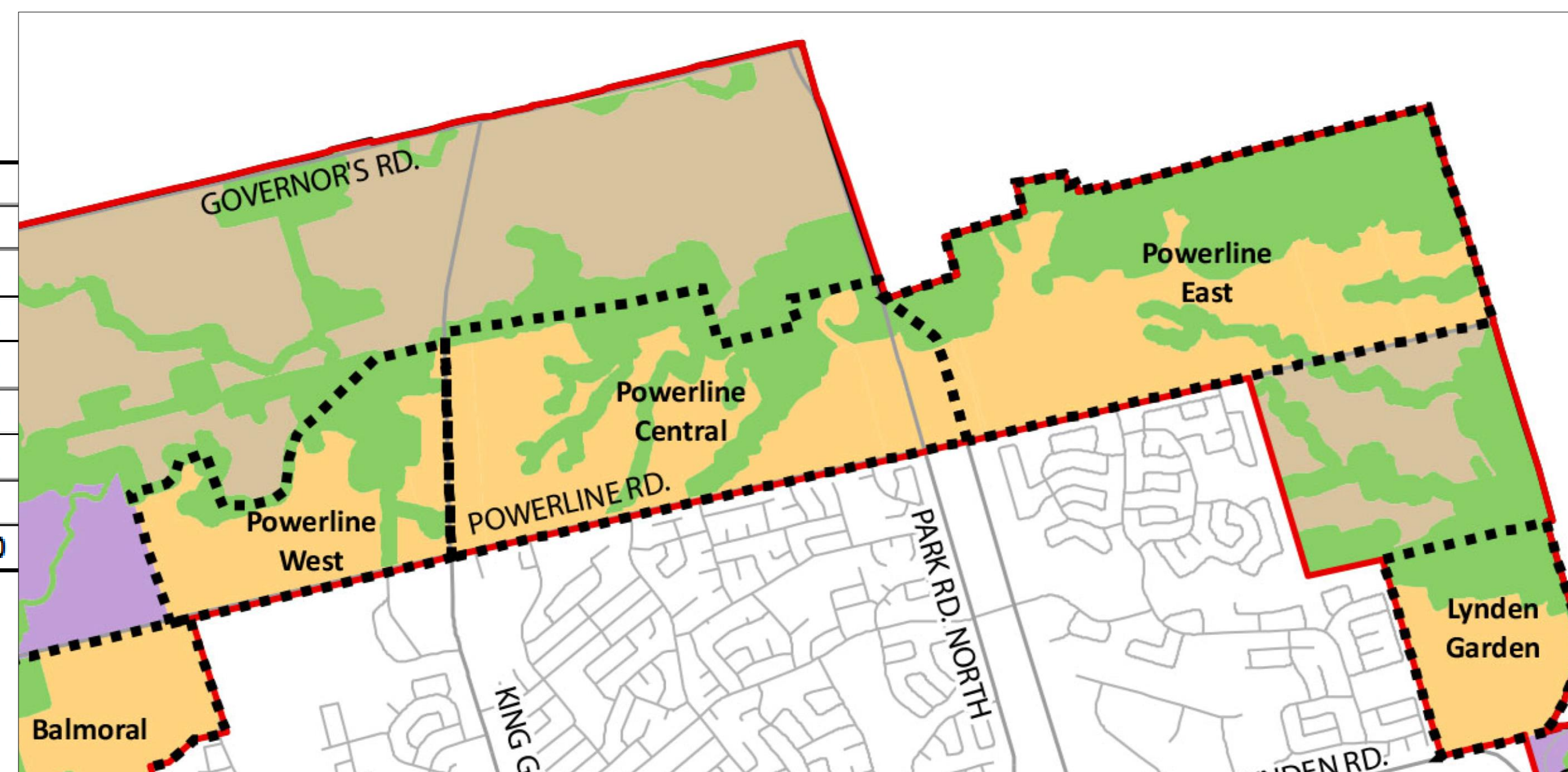


Population and Employment Growth, 2016-2051

	Population			Employment		
	2016	2051	Growth	2016	2051	Growth
Built-Up Community Area	94,720	110,740	16,020	18,530	28,540	10,010
Existing Designated Greenfield Area	6,485	29,845	23,360	355	1,415	1,060
New Designated Greenfield Area	*	24,185	24,185	*	5,170	5,170
Existing Employment Area	n/a			25,575	35,245	9,670
New Employment Area	n/a			*	9,565	9,565
Rural Area	495	230	-265	430	70	-360
<b>Total</b>	<b>101,700</b>	<b>165,000</b>	<b>63,300</b>	<b>44,890</b>	<b>80,000</b>	<b>35,110</b>

Note: \* Accounted for in the Rural Area in 2016. Most of the 2016 Rural Area population and employment will be absorbed into the New Designated Greenfield Area or New Employment Area.

Source: Envisioning Brantford - MCR Part 1 Report, SGL Planning & Design et. al., Chapters 6 and 10



# PROJECT STUDIES



## ↑ Traffic Study

A comprehensive transportation study set to establish the study areas existing transportation facilities and review existing and future traffic operations to assess potential impacts and mitigation measures for various alternatives solutions.



## ↑ Natural Heritage

Desktop review and field investigation to provide updated data on vegetation, soils, fisheries, wildlife, Species at Risk (SAR), Areas of Natural and Scientific Interest (ANSI), species that receive protection under the provincial Endangered Species Act (ESA), and habitat associated with the study area.



## ↑ Archaeological Assessment

Desktop review and site visit to determine if the study area comprises of any areas of which need to be considered during the MCEA.



## ↑ Cultural Heritage

Description and general inventory of Cultural and Natural Heritage Sites to be considered during the MCEA.

# EXISTING ROAD NETWORK

- **Wayne Gretzky Parkway** is classified as a major arterial roadway with a posted speed limit of 70 km/h. It is major four lanes north-south route connecting Colborne Street East in the south to Highway 403 and to Powerline Road in the north.
- **Powerline Road** east-west minor arterial, approaching capacity under the 2051 projection between Paris Road (on the west) and Wayne Gretzky Parkway. Powerline Road is recommended for widening from Oak Park Road to the east of Wayne Gretzky Parkway at the eastern limits of the City boundary.
- **Park Road North** runs north-south (nominally) from Governors Road in the north to the intersection of Park Road North and Cobden Street in the south where Park Road North turns into West Street. Park Road North is classified as a minor arterial roadway, generally has a two-lane cross section within the study limits and has a posted speed limit of 60 km/h north of Powerline Road while the posted speed limit is 50 km/h south of Powerline Road.

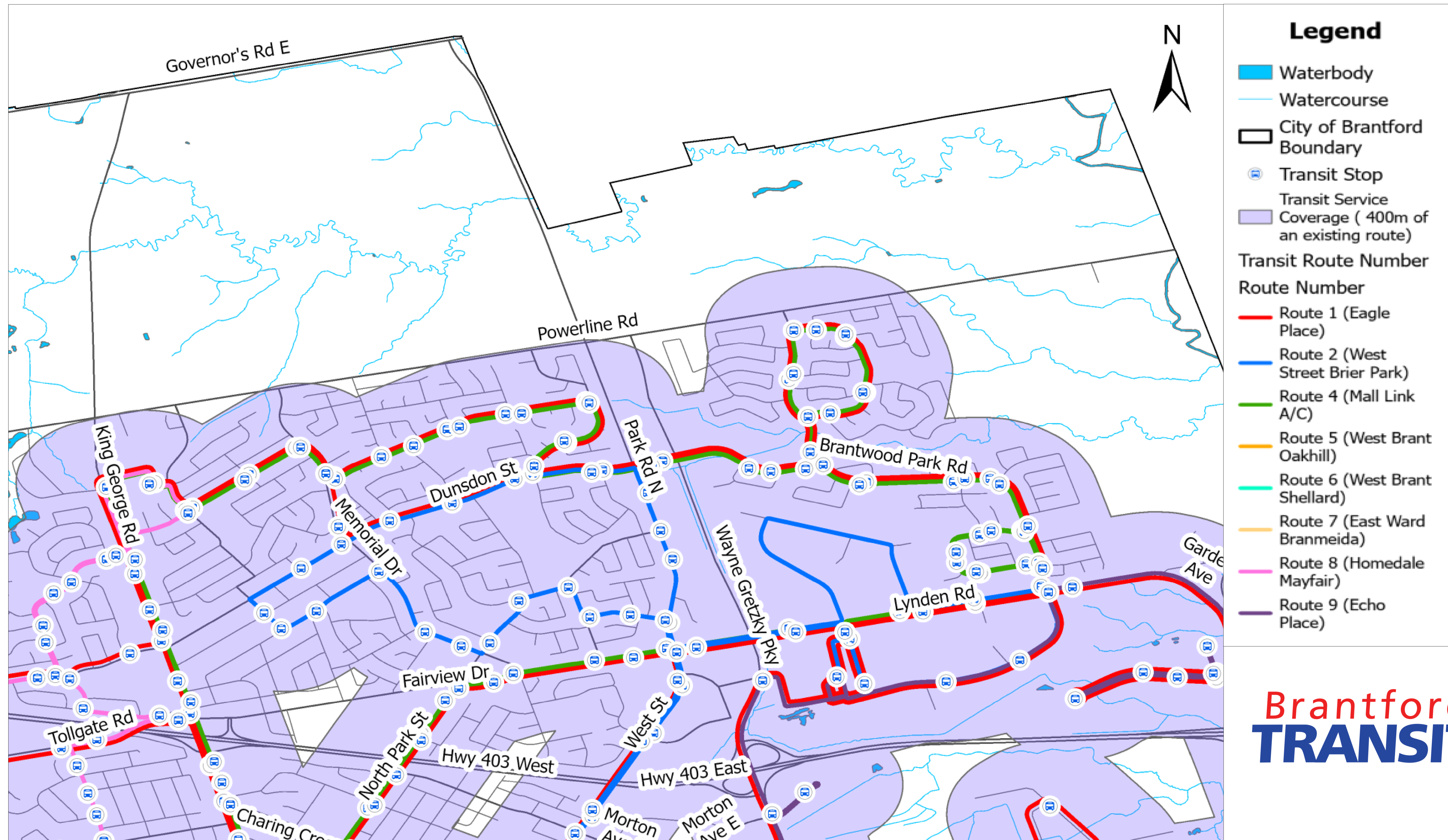




# EXISTING ACTIVE TRANSPORTATION NETWORK



# EXISTING TRANSIT FACILITIES



# TRAFFIC ASSESSMENT – EXISTING CONDITIONS

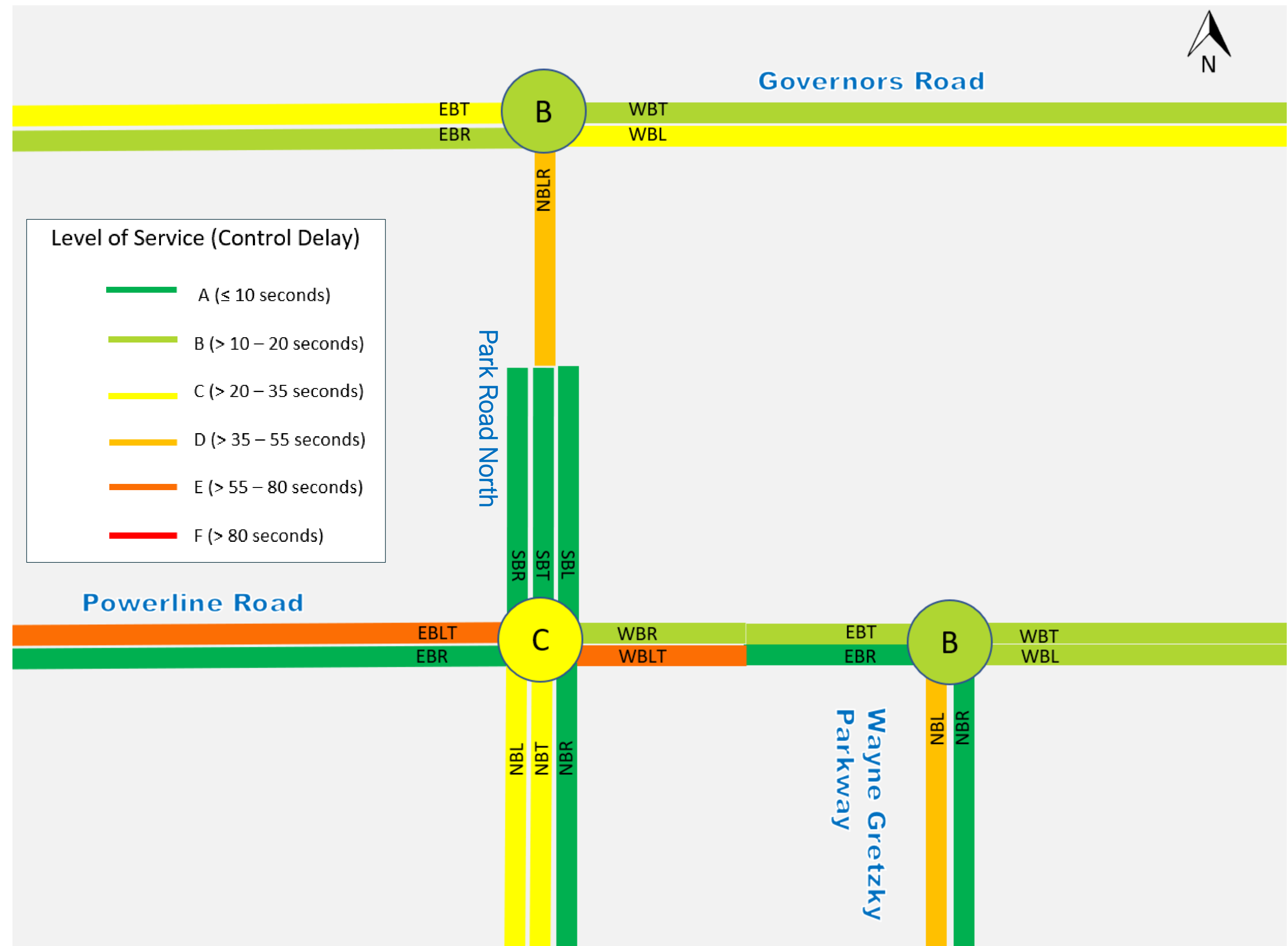
Traffic analysis was carried out to assess the east-west and north-south capacity along the study roads within the study area, including Wayne Gretzky Parkway, Powerline Road, Park Road North, and Governors Road to the total available capacity (volume-to-capacity ratio or V/C).

Level of Service (LOS) – Assigned to movements based on the delay resulting from traffic control at the intersection.

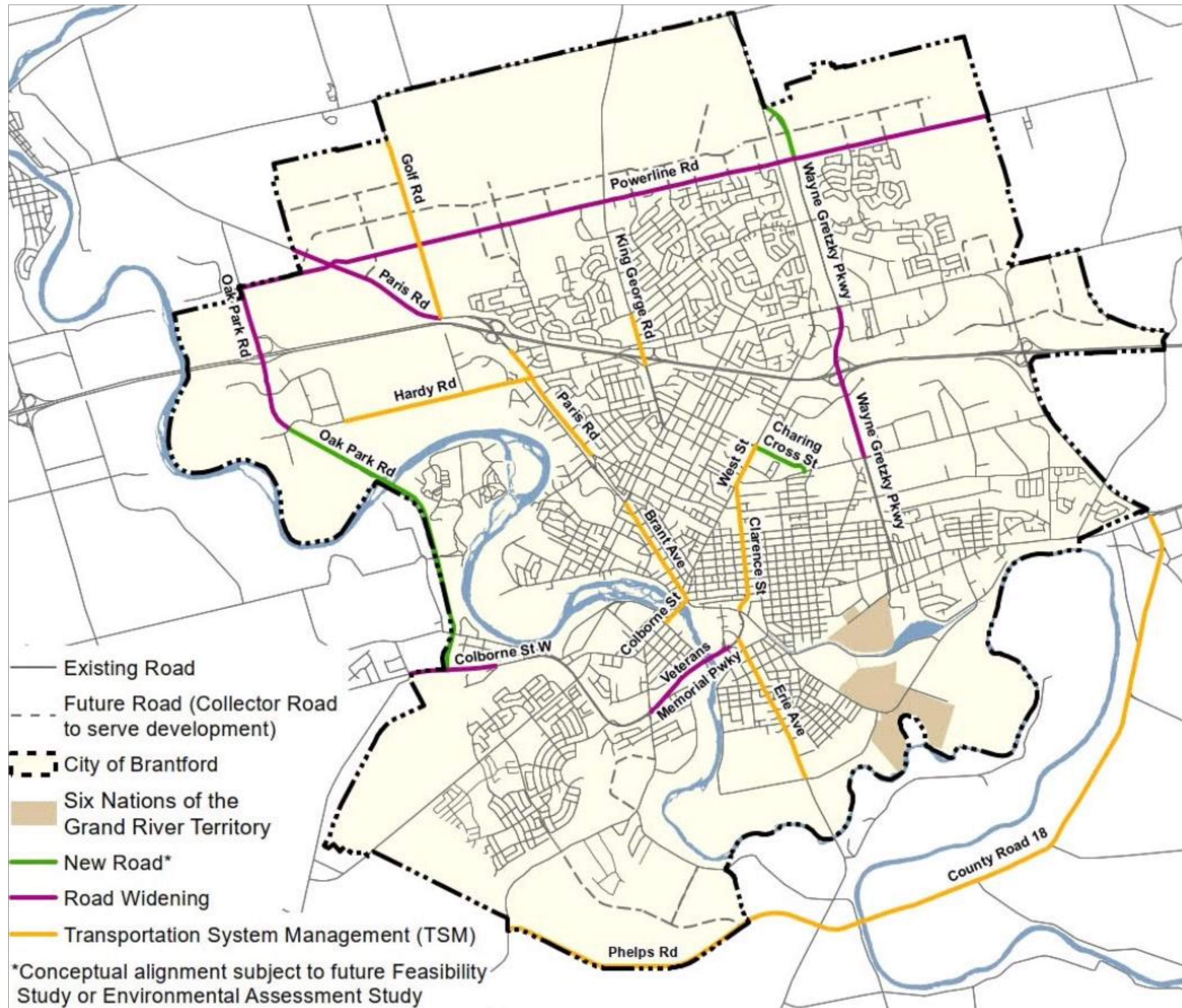
- LOS A/B indicates negligible delays
- LOS E/F indicates movements with long delays which can result in long queues and traffic congestion
- Intersection typically designed to achieve LOS C/D under peak hour conditions

## Analysis Findings:

All 3 study intersections under existing condition operate at acceptable LOS, however some movements at the intersection of Powerline Road and Park Road North currently operates near capacity with a V/C approaching of 0.80.



# FUTURE ROAD NETWORK ( 2020 TMP RECOMMENDATIONS)



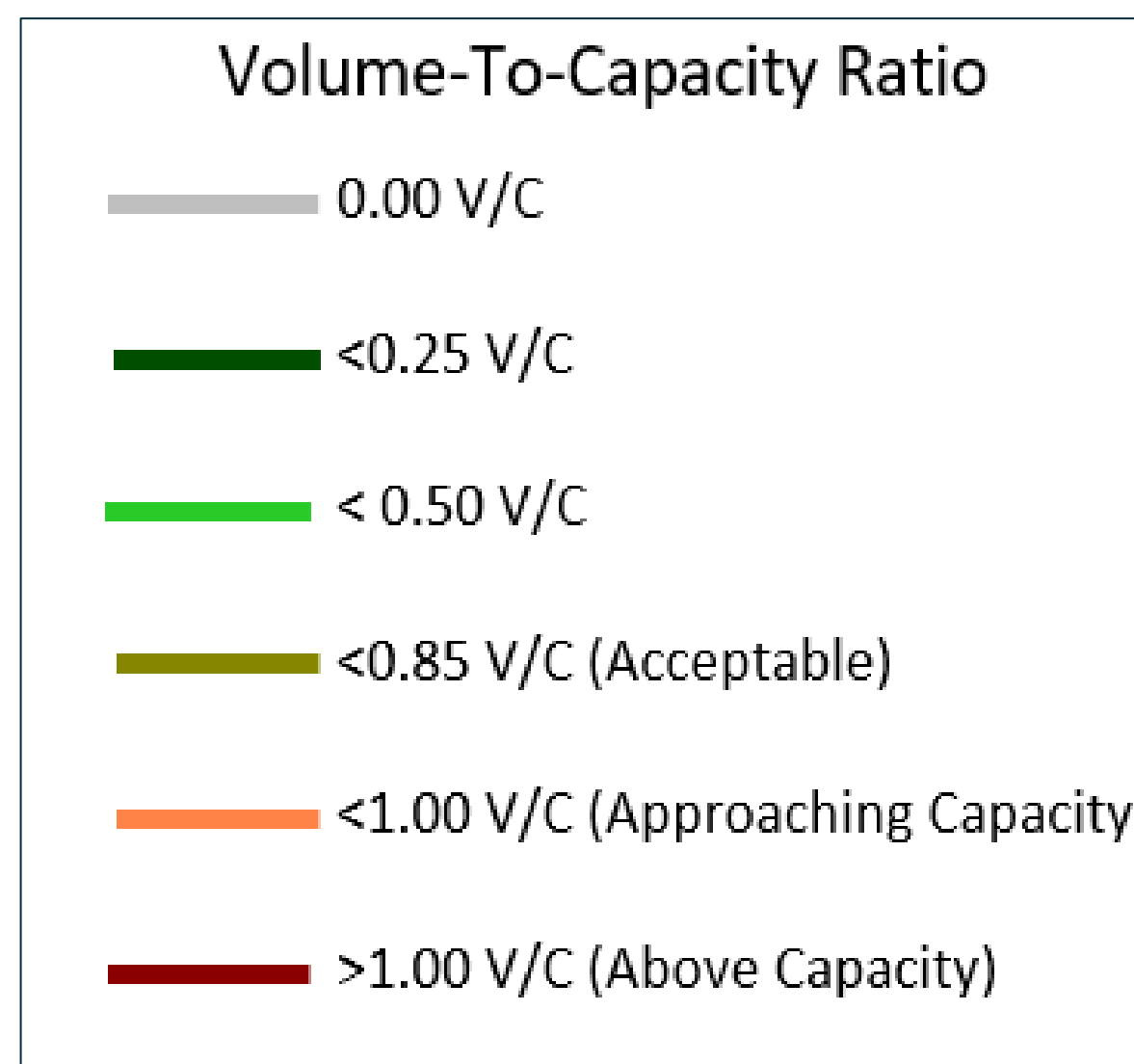
## Potential Improvements Include:

- Wayne Gretzky Parkway Extension
- Widening of Powerline Road
- New East-West Collector Road north of Powerline Road
- Widening of Wayne Gretzky Parkway at Highway 401

# TRAFFIC ASSESSMENT – FUTURE (2051) – DO NOTHING WITH NO WAYNE GRETZKY PARKWAY EXTENSION

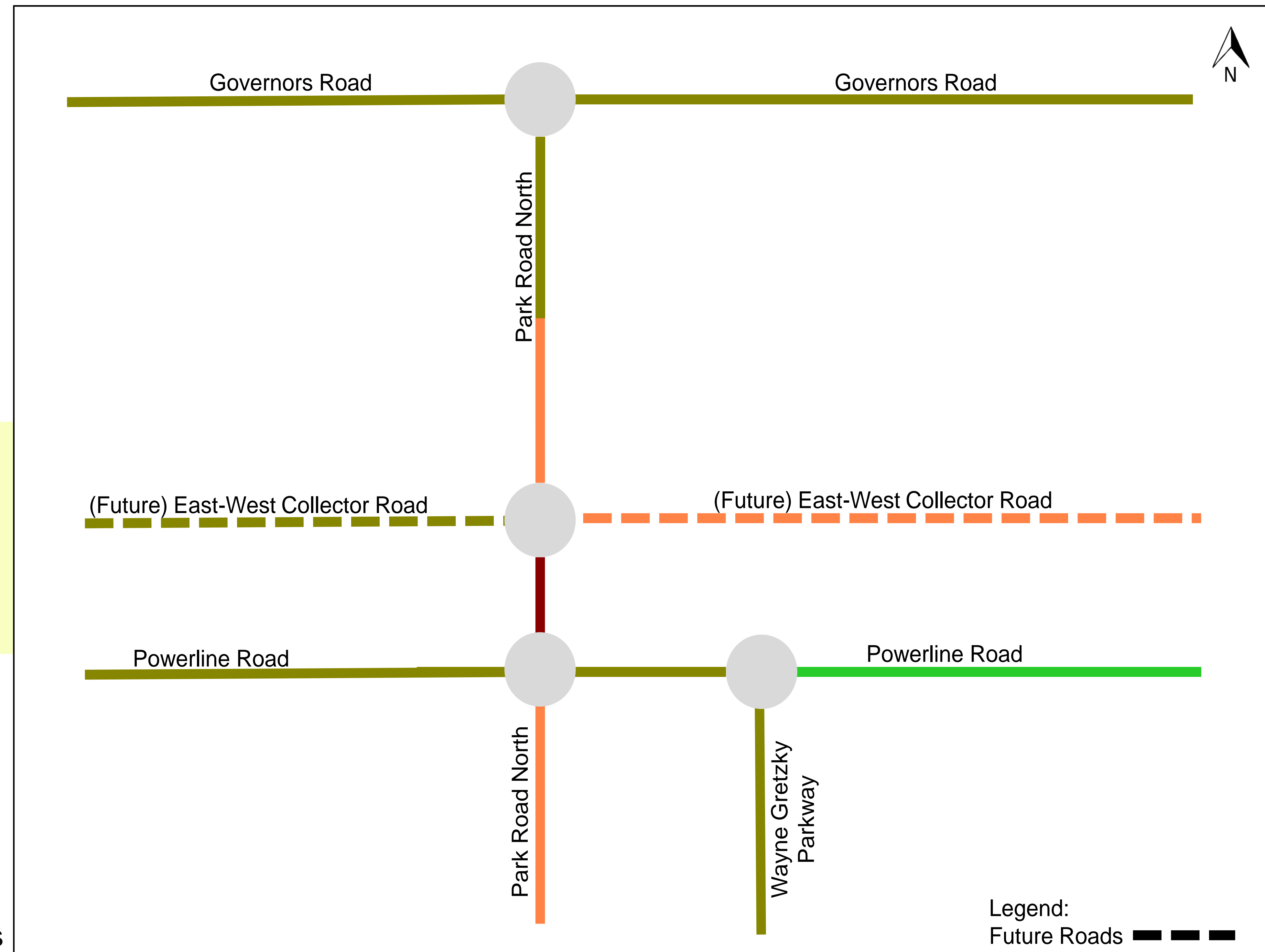
Traffic analysis was carried out under future background condition assuming no Wayne Gretzky Parkway extension however includes Powerline Road widening, all planned future road improvements, plus the East-West Collector Road connection.

- Volume to Capacity (V/C) Ratio is a measure that reflects mobility and quality of travel along a roadway. It compares demand (vehicle volumes) with roadway supply (carrying capacity):
  - ✓ Volume to capacity ratio exceeding 0.85 is considered critical.
  - ✓ Volume to capacity of 1.0 indicates a roadway is at capacity, which implies greater demand than supply.



Overall, the future (2051) without Wayne Gretzky Parkway extension indicates significant deficiencies in the levels of service to vehicular traffic and may not adequately accommodate future area growth.

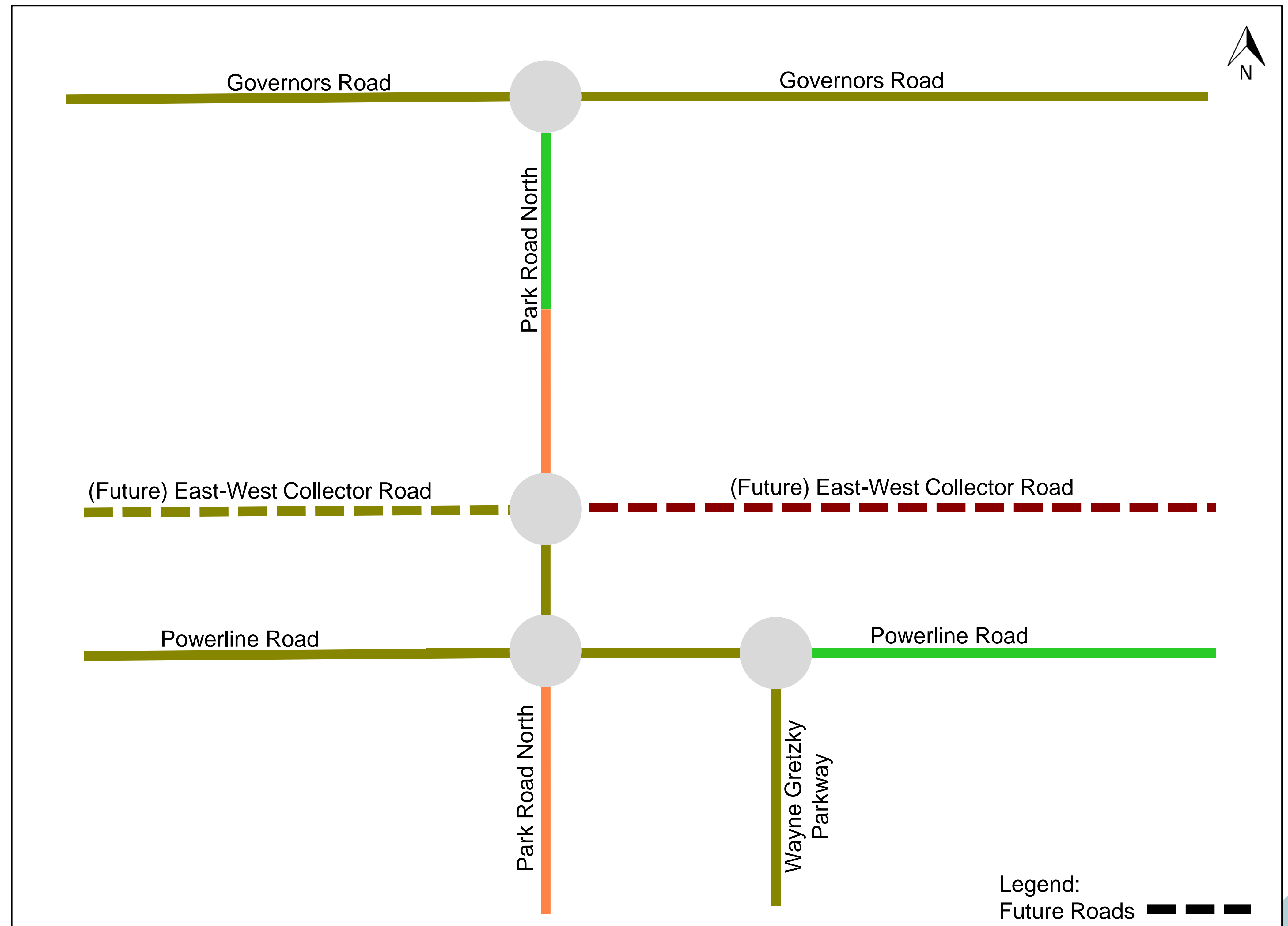
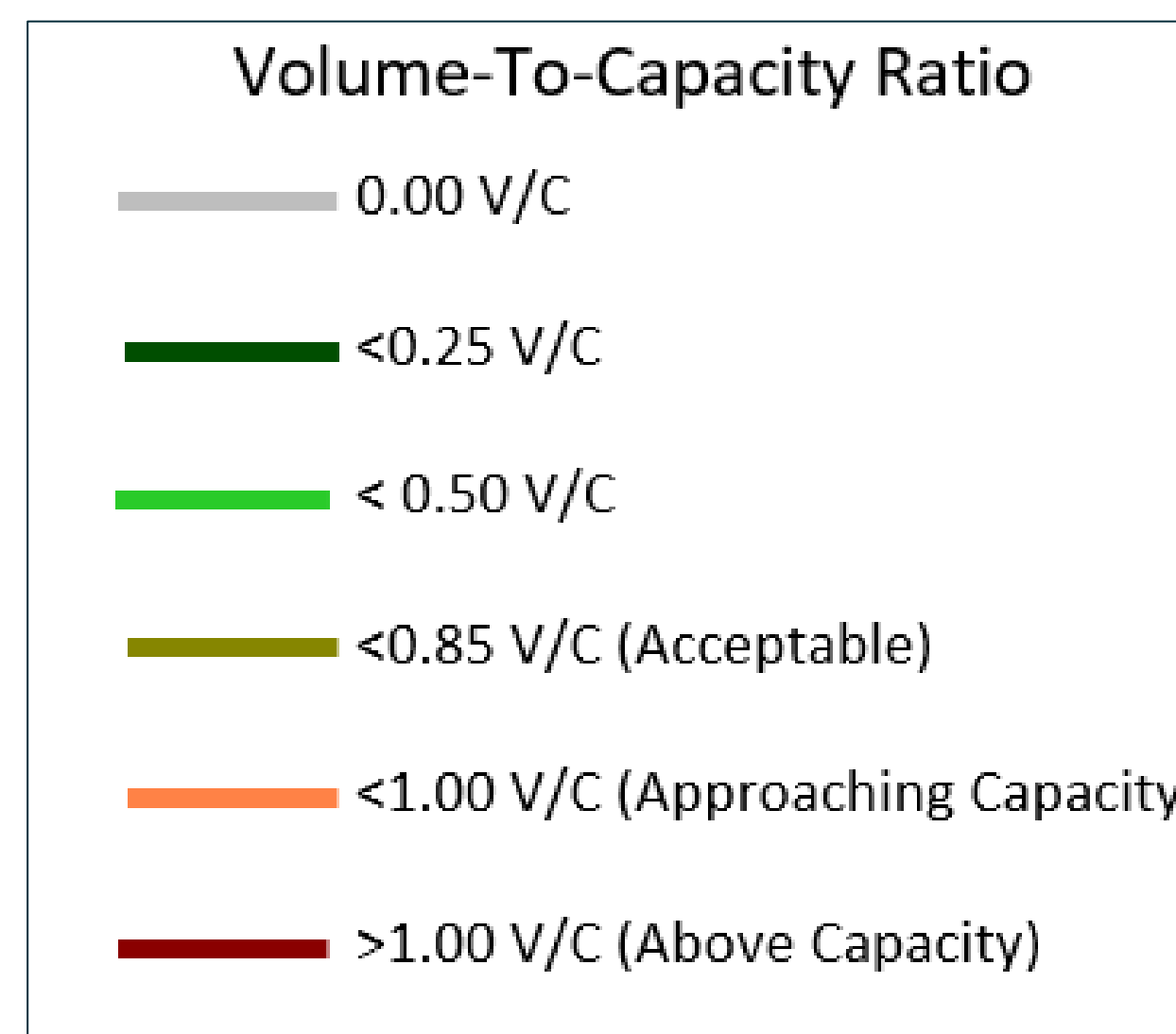
- Several links are expected to exceed the critical V/C threshold of 0.85, with many approaching a V/C of 1.0.
- Park Road North between the east-west collector and Powerline Road will result in critical V/C (exceeds 1.0) for both the northbound and southbound direction. As such, significant delays and queues could be expected on this segment.



# TRAFFIC ASSESSMENT – FUTURE (2051) WITH PARK ROAD NORTH WIDENING AND NO WAYNE GRETZKY PARKWAY EXTENSION

Traffic analysis was carried out under future background condition assuming no Wayne Gretzky Parkway extension however includes Park Road North and Powerline Road widening, other planned future road improvements, plus the East-West Collector Road connection.

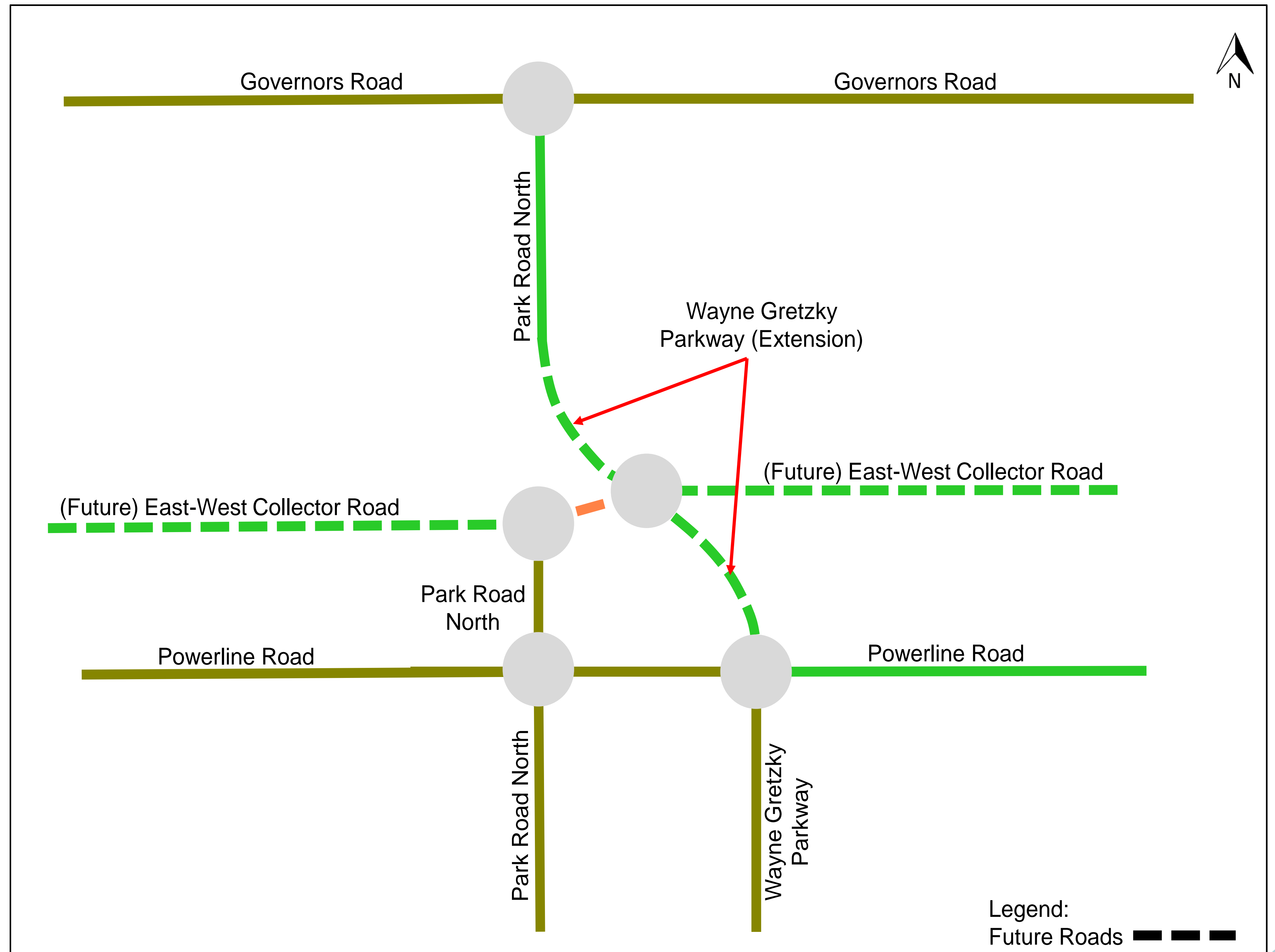
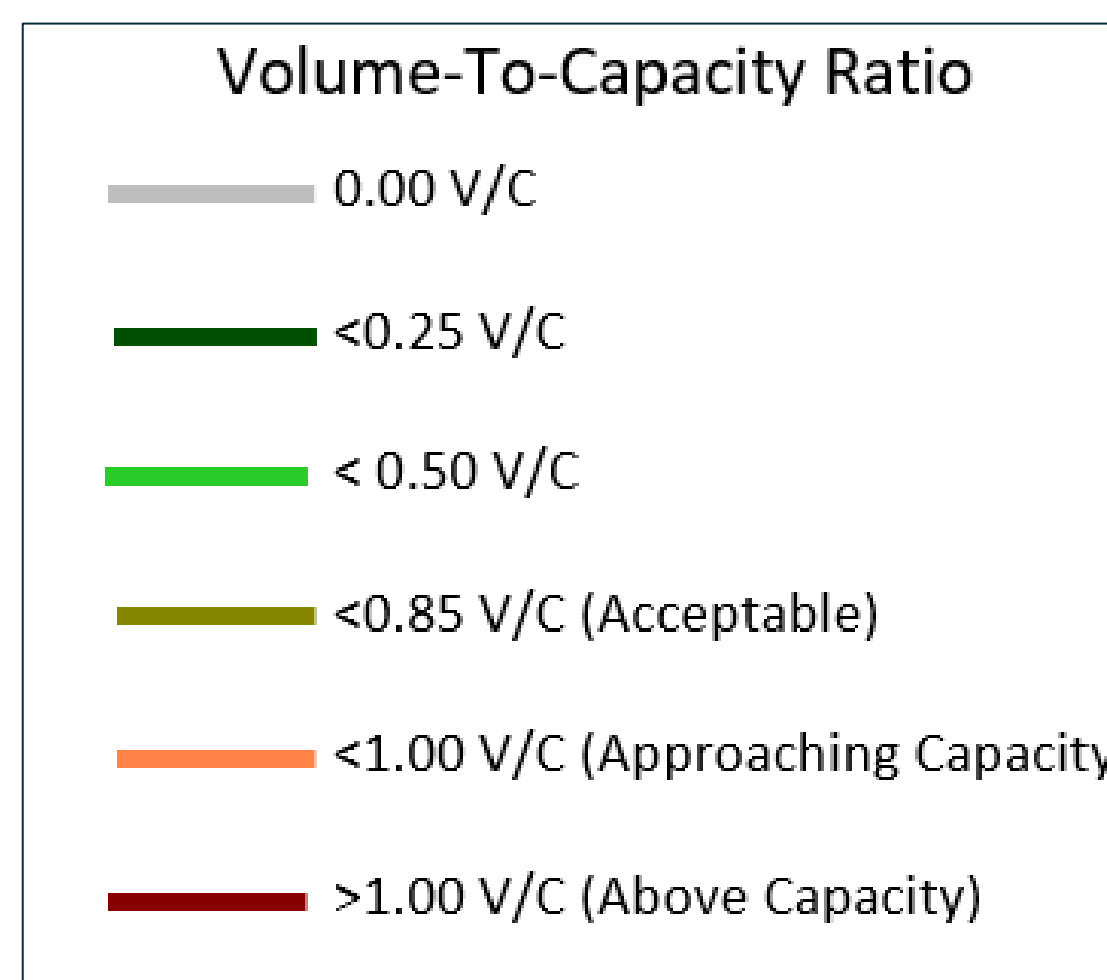
- Future widening of Park Road North to 4-lane cross-section will improve north-south capacity.
- Does not address discontinuity in north-south travel from Wayne Gretzky Parkway to Governors Road resulting in east-west capacity issues.
  - ✓ Particularly, capacity issues along Powerline Road and the future East-West Collector are present in this scenario with slight increases in V/C.



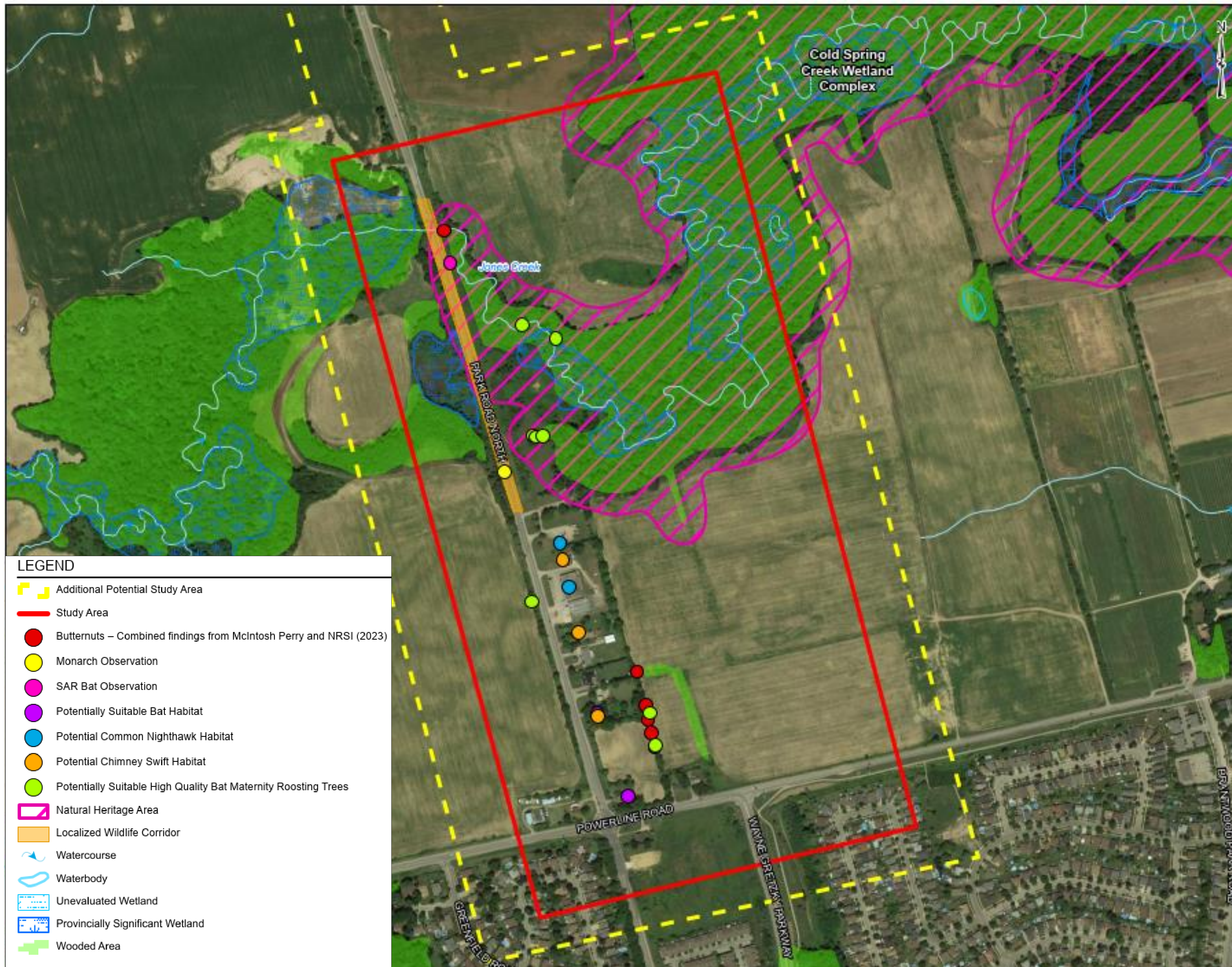
# TRAFFIC ASSESSMENT – FUTURE (2051) WITH WAYNE GRETZKY PARKWAY EXTENSION

Traffic analysis was carried out under future background condition assuming all planned future road improvements, including Wayne Gretzky Parkway extension, plus the East-West Collector Road connection.

- This scenario represents the full build-out of the Transportation Master Plan recommended road network including the extension of Wayne Gretzky Parkway and realignment of Park Road North.
- Extension of the Wayne Gretzky Parkway and realignment of Park Road North not only increases north-south capacity, but also in a sense serves as an east-west route, directly connecting traffic from south of Powerline Road to the future East-West Collector and Park Road North and ultimately to Governors Road.
- Wayne Gretzky Parkway Extension results in greatest improvement to future traffic operations.
- Provides continuous north-south route from Highway 403 to Governors Road.
- Meets City transportation planning goals as outline in City Transportation Master Plan.



# NATURAL HERITAGE ENVIRONMENT



Natural heritage features within the study area include:

- Lower Jones Creek and Cold Spring Creek Complex (Provincially Significant Wetland)
- Natural vegetation / woodland coverage is confined to the edges of cultivated fields, natural features (Lower Jones Creek and Cold Spring Creek Complex), residences / farmsteads and existing roadway corridors.
- Avian community comprised primarily of common, generalist species which favor the urban / rural fringe and agricultural habitat.
- Potential significant wildlife habitat for a variety of species.
- Potential habitat for species at risk (SAR) – Bats (Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis, and Tri-colored Bat are all SAR bats), Birds (Chimney Swift, Common Nighthawk, Eastern Meadowlark and Bobolink), Snapping Turtle, Eastern Milksnake, Western Chorus Frog, and Butternut Trees.



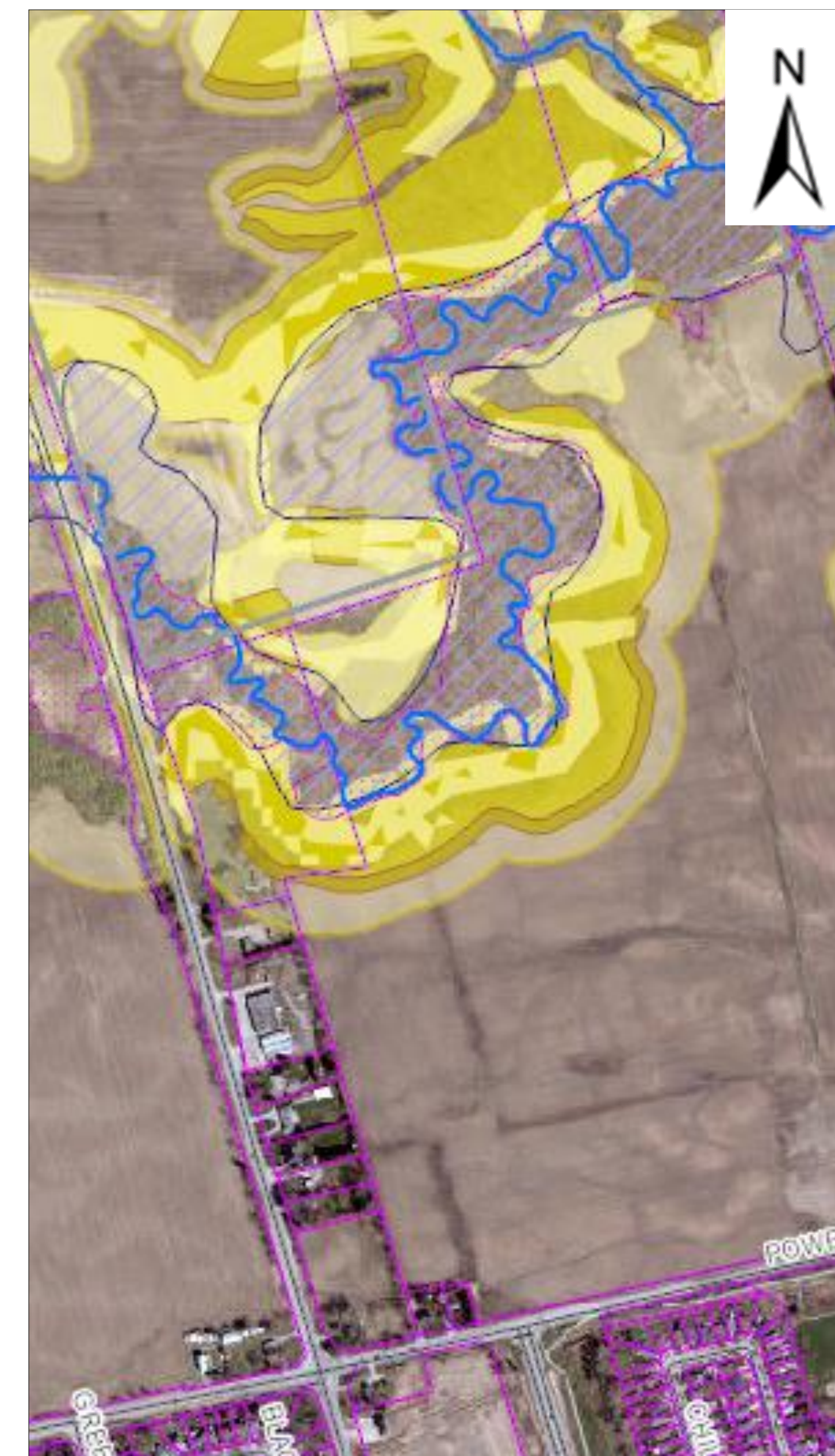
# SOCIO-ECONOMIC AND LAND USE

The existing land use within the study area:

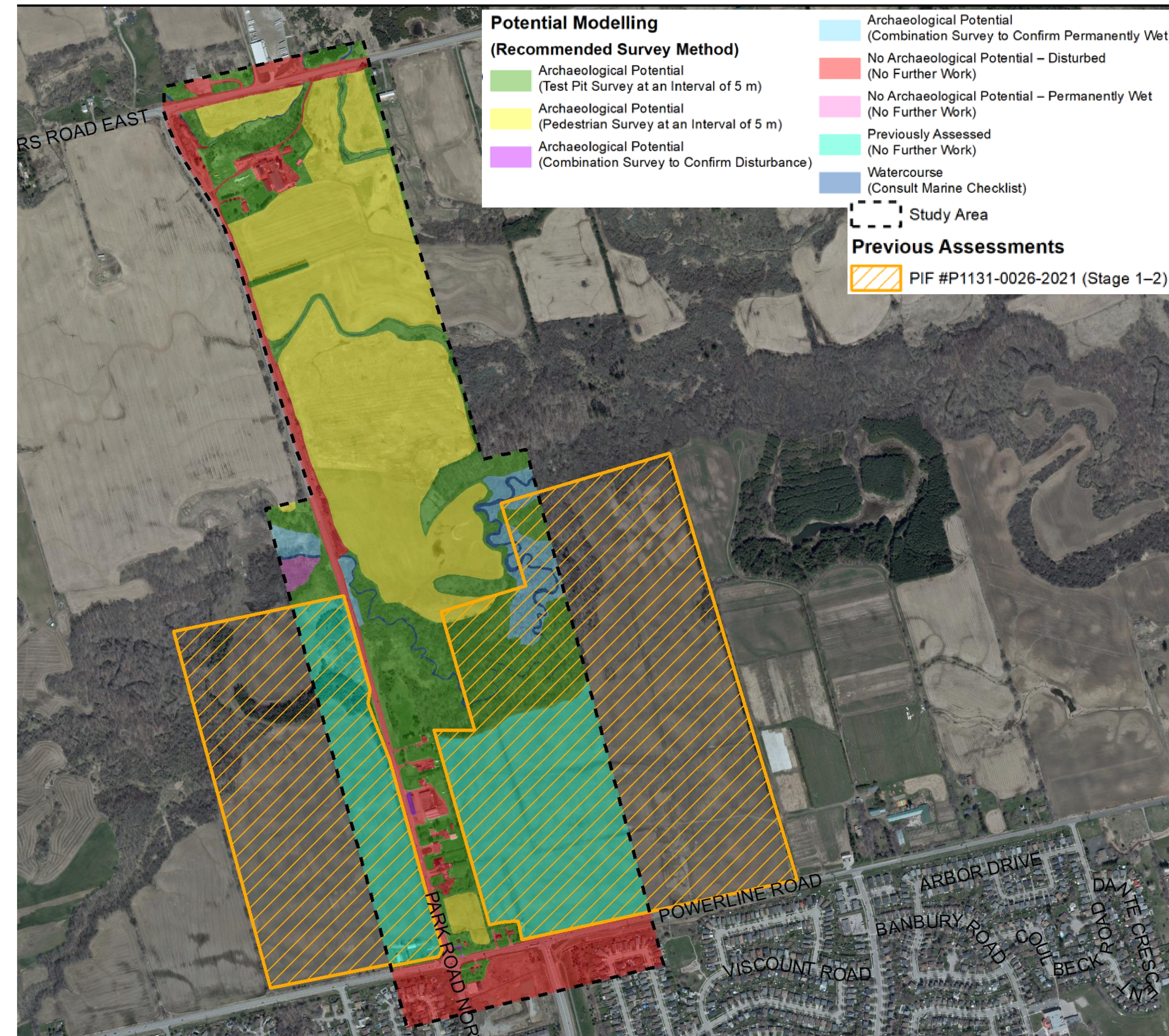
- North Expansion Lands:
  - largely of un-serviced agricultural lands;
  - vacant lands;
  - commercial (R&M Walgraeve Greenhouse & Garden Centre), and
  - residential uses.
- Designated Greenfield Area and core Natural Area.
- Lower Jones Creek and Cold Spring Creek Complex (Provincially Significant Wetland) regulated by Grand River Conservation Authority.
  - Floodplain
  - Meander Belt
  - Slope Stability/Valley Slopes
  - GRCA under Ontario Regulation 150/06 Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses.

Proposed Land Use:

- Predominantly of residential and commercial lands, and
- a new school.



# ARCHAEOLOGICAL AND BUILT CULTURAL HERITAGE



- A Stage 1 Archaeological Assessment was undertaken by ARA.
  - The study area comprises a mixture of areas of archaeological potential, areas of no archaeological potential and previously assessed lands of no further concern.
  - It is recommended that all areas of archaeological potential that could be impacted by the project be subject to a Stage 2 property assessment
  - If any in-water work is planned within the watercourses, the Criteria for Evaluating Marine Archaeological Potential checklist should be consulted.
- Lincoln Environmental Consulting Corp. (LEC) was retained by the Developers to complete a Stage 1-2 archaeological assessment of 281 and 317 Powerline Road.
  - No archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such no further archaeological assessment is required.
- A Cultural Heritage Assessment Report (CHAR) was completed for the study area.
  - The study area is not located within or adjacent to a Heritage Conservation District designated under Part V of the Ontario Heritage Act.
  - No Part IV individually designated properties, or listed properties under the City of Brantford are located within or adjacent to the study area.
  - One (1) potential Built Heritage Resource (BHR) and Cultural Heritage Landscape (CHL) was identified as a result of field investigations.

# PROPOSED ALTERNATIVE SOLUTIONS

During Phase 2 of the Municipal Class Environmental Assessment process, Alternative Solutions are developed to address the identified Problem and Opportunity Statement. The following proposed Alternative Solutions were identified:

## Alternative 1 – Do Nothing

No change made within the Study Area (status quo). No changes to the existing transportation network within the study area. No changes to existing conditions.

## Alternative 2 – Limit Development of Surrounding Lands

Implement planning policies which would limit population and employment growth in the North Expansion Lands to ease the future traffic constraints.

## Alternative 3 – Improve Alternative Roadways

Improve adjacent north-south and/or east-west corridors to provide capacity relief to the King George Road corridor and north-south travel demands from the North Expansion Lands, as well as accommodate future growth. This could include improvements to corridors such as Park Road North and Powerline Road.



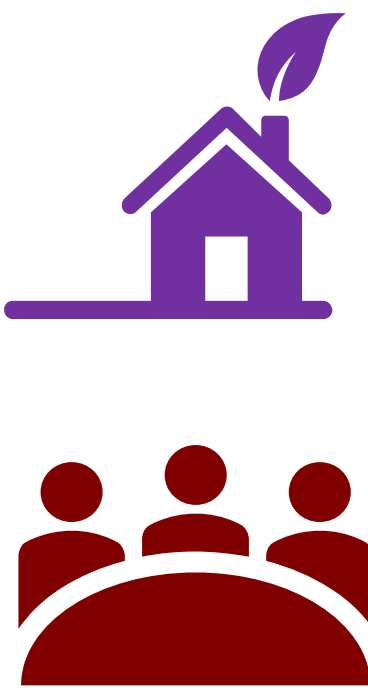



## Alternative 4 – Construct New Wayne Gretzky Parkway North Extension with Lower Jones Creek Crossing

Construct a new extension of Wayne Gretzky Parkway to the north from Powerline Road crossing over Lower Jones Creek.


## Alternative 5 – Construct New Wayne Gretzky Parkway North Extension without Lower Jones Creek Crossing

Construct a new extension of Wayne Gretzky Parkway to the north from Powerline Road and connecting to Park Road North. This alternative would not transition over Lower Jones Creek.

# EVALUATION CRITERIA

Transportation Operation / Technical Engineering	Natural Environment	Social Environment
<p>Criteria to evaluate whether the proposed alternative solutions addresses the transportation problems and opportunities identified for this study; as well as evaluate the technical suitability and engineering characteristics of the alternative solutions.</p>	<p>Criteria to evaluate the alternative solutions effects on the natural heritage systems, natural environment and habitats, air and water quality and Climate Change.</p>	<p>Criteria to evaluate the proposed alternative solutions effects on community, businesses and social features, and properties within the study area.</p>
<div style="display: flex; align-items: center;">  <ul style="list-style-type: none"> <li>▪ Existing and Future Transportation Network</li> <li>▪ Connectivity – Existing and Future</li> <li>▪ Active Transportation</li> <li>▪ Transit Service</li> <li>▪ Traffic Safety</li> <li>▪ Constructability</li> <li>▪ Existing Infrastructure</li> <li>▪ Durability/ Service Life</li> <li>▪ Phasing and Implementation</li> </ul> </div>	<div style="display: flex; align-items: center;">  <ul style="list-style-type: none"> <li>▪ Environmentally Sensitive Areas</li> <li>▪ Terrestrial Habitat (Wildlife and Vegetation)</li> <li>▪ Fisheries/Aquatic Impacts</li> <li>▪ Species at Risk</li> <li>▪ Existing Watercourses</li> <li>▪ Ground and Surface Water Quality/Quantity</li> <li>▪ Air Quality</li> <li>▪ Climate Change Mitigation</li> </ul> </div>	<div style="display: flex; align-items: center;">  <ul style="list-style-type: none"> <li>▪ Land Use</li> <li>▪ Property Requirements</li> <li>▪ Noise and Vibration</li> <li>▪ Air Quality</li> <li>▪ Aesthetics</li> </ul> </div>
Land Use Planning Objectives	First Nations / Cultural Environment	Economic Environment
<p>Criteria to evaluate the proposed alternative solutions ability to comply with City and Provincial Policies.</p>	<p>Criteria to evaluate the proposed alternative solutions effects on First Nation Land uses, archaeological, built and cultural heritage features and resources within the study area.</p>	<p>Criteria to evaluate the financial implications of the proposed alternative solutions.</p>
<div style="display: flex; align-items: center;">  <ul style="list-style-type: none"> <li>▪ City Policies</li> <li>▪ Provincial Policies</li> </ul> </div>	<div style="display: flex; align-items: center;">  <ul style="list-style-type: none"> <li>▪ First Nation Land Uses</li> <li>▪ Natural Resources - Hunting, Harvesting, and Seedling Cultivating</li> <li>▪ Archaeological Resources</li> <li>▪ Built Heritage Resources and Cultural Heritage Landscapes</li> </ul> </div>	<div style="display: flex; align-items: center;">  <ul style="list-style-type: none"> <li>▪ Capital Costs</li> <li>▪ Operational and Maintenance Costs</li> <li>▪ Property Acquisition Costs</li> </ul> </div>

# PRELIMINARY EVALUATION OF ALTERNATIVE SOLUTIONS

Category	Alternative 1 Do Nothing	Alternative 2 Limit Development of Surrounding Lands	Alternative 3 Improve Alternative Roadways	Alternative 4 Construct New Wayne Gretzky Parkway North Extension with Creek Crossing	Alternative 5 Construct New Wayne Gretzky Parkway North Extension without Creek Crossing
Transportation / Operations	Not Preferred	Not Preferred	Less Preferred	Preferred	Preferred
Technical / Engineering	Less Preferred	Less Preferred	Not Preferred	Preferred	Preferred
Land Use Planning Objectives	Not Preferred	Not Preferred	Less Preferred	Preferred	Preferred
Natural Environment	Preferred	Preferred	Less Preferred	Not Preferred	Preferred
First Nations/Cultural Environment	Preferred	Preferred	Less Preferred	Not Preferred	Less Preferred
Social Environment	Not Preferred	Less Preferred	Not Preferred	Preferred	Preferred
Economic Environment	Less Preferred	Preferred	Less Preferred	Not Preferred	Less Preferred
<b>Summary (Key Pros/Cons):</b>	<b>Not Recommend</b> – Does not address the P&O Statement.	<b>Not Recommend</b> – Does not address the P&O Statement.	<b>Not Recommend</b> – Does not address the P&O Statement.	<b>Not Recommend</b> – Addresses the P&O Statement. Undue impacts to natural environment / First Nations land use, cost prohibitive.	<b>Recommended</b> – Addresses the P&O Statement.
<p><b>Abbreviation Legend:</b></p> <ul style="list-style-type: none"> <li>P&amp;O – Problem and Opportunity</li> <li>TMP – City of Brantford Transportation Master Plan</li> <li>ATMP – City of Brantford Active Transportation Master Plan</li> <li>OP – City of Brantford Official Plan</li> <li>GHG – Greenhouse Gas</li> </ul> <p><b>Ranking:</b></p> 	<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>No impacts to environmentally sensitive areas.</li> <li>Minimal impacts to the Natural Environment.</li> <li>Protects First Nation Land Uses.</li> <li>No impacts to land use/properties.</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>Does not align with City's policy objectives (TMP/ATMP/OP).</li> <li>Will not accommodate future traffic volumes.</li> <li>Traffic congestion will continue to increase/worsen.</li> <li>No opportunity to improve Active Transportation and/or Transit.</li> <li>Increased GHG emissions and negative effects on climate change.</li> <li>Increase in localized noise and air pollution.</li> </ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>Ability to reduce environmental impacts by restricting development.</li> <li>Aids in protecting First Nation land uses by reducing development.</li> <li>No impacts to land use/properties.</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>Does not align with City's policy objectives (TMP/ATMP/OP).</li> <li>Will not accommodate future traffic volumes from surrounding area.</li> <li>Traffic congestion will continue to increase/worsen.</li> <li>Does not improve existing/future connectivity.</li> <li>Increased GHG emissions and negative effects on climate change.</li> </ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>Provides localized capacity and congestion improvements.</li> <li>Opportunity to improve and extend service life of existing infrastructure.</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>Does not align with City's policy objectives (TMP/ATMP).</li> <li>Will not accommodate future traffic volumes to support population and employment growth.</li> <li>Increased construction impacts.</li> <li>Limited opportunities to improve traffic congestion along Park Road North.</li> <li>Limited opportunity to connect to future developments and improve public facilities (Active Transportation).</li> </ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>Aligns with City's policy objectives (TMP/ATMP/OP).</li> <li>Accommodates future traffic volumes in support of population and employment growth.</li> <li>Improves multi-modal connectivity and enhanced active transportation (pedestrian / cyclist) connectivity.</li> <li>Improves local sustainability/GHG emission through efficient multi-modal travel and reduced traffic congestion.</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>Significant impacts to the environment/First Nation land uses.</li> <li>Higer impacts to land use and properties acquisition requirements.</li> <li>Prohibitive capital costs.</li> </ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>Aligns with City's policy objectives (TMP/ATMP/OP).</li> <li>Accommodates future traffic volumes in support of population and employment growth.</li> <li>Improves multi-modal connectivity and enhanced active transportation (pedestrian / cyclist) connectivity.</li> <li>No creek crossing; reduced impact to the natural environment and First Nation land use.</li> <li>Improves local sustainability/GHG emission through efficient multi-modal travel and reduced traffic congestion.</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>Increased impacts to adjacent land use, through property acquisition.</li> <li>Moderate to high capital cost.</li> </ul>

# NEXT STEPS

Following this Public Information Centre, the City and Egis will:

- Review and address public comments received and consider in the evaluation of alternative solutions;
- Hold follow-up meetings with technical advisory committees and project stakeholders;
- Conduct the update evaluation of alternative solution(s);
- Confirm the preferred alternative planning solution(s); and
- Commence Phase 3 of the MCEA process - Alternative Design Concepts for Preferred Solution.

**Thank you, your input is important to us!**

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