



WELCOME

SHELLARD LANE DEVELOPMENT INTEGRATED MCEA

Public Information Centre (PIC) #2

AND

NEIGHBOURHOOD MEETING

Proposed Official Plan and Zoning By-law Amendment

Shellard Lane Special Policy Area 20

City of Brantford

December 20, 2024 AND January 15, 2025



WELCOME

SHELLARD LANE DEVELOPMENT INTEGRATED MCEA
Public Information Centre (PIC) #2

December 20, 2024

Proponent Team

Ben Jones (Developer Project Manager)



Daniel Borrelli (Developer Project Manager)



Project Team



BURNSIDE



GeoProcess
RESEARCH ASSOCIATES



URBANTECH®



LOSANI
HOMES



Project Purpose

Problem / Opportunity Statement

“The L!V Community Group (L!V), has identified a need to assess options for new collector roads to address transportation and active transportation needs in support of a future site plan and development on lands north of Shellard Lane within Area C Lands of the Special Policy Area 20 in the City of Brantford. Building on the City of Brantford’s Plans, the study will recommend a preferred alignment and cross section for collector roads within the Shellard Lane development area.”

Purpose of PIC No. 2

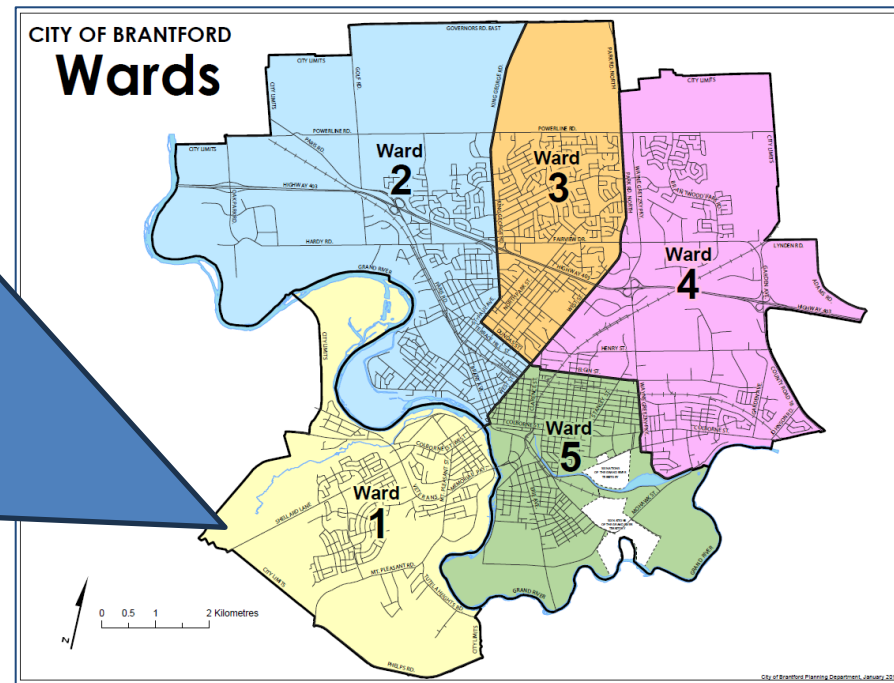
- Provide an overview of the Integrated Municipal Class Environmental Assessment process and progress of the project
- Feedback from PIC #1
- Present the Preferred Alternative Option for the Collector Roads
- Obtain input on the Alternative Design Options for the Collector Roads
- Identify next steps

Study Area

The Study Area is located north of Shellard Lane and south of Pleasant Ridge Road, within Area C Lands of the Special Policy Area 20 in Ward 1 of the City of Brantford.



Source: Google Maps, 2024



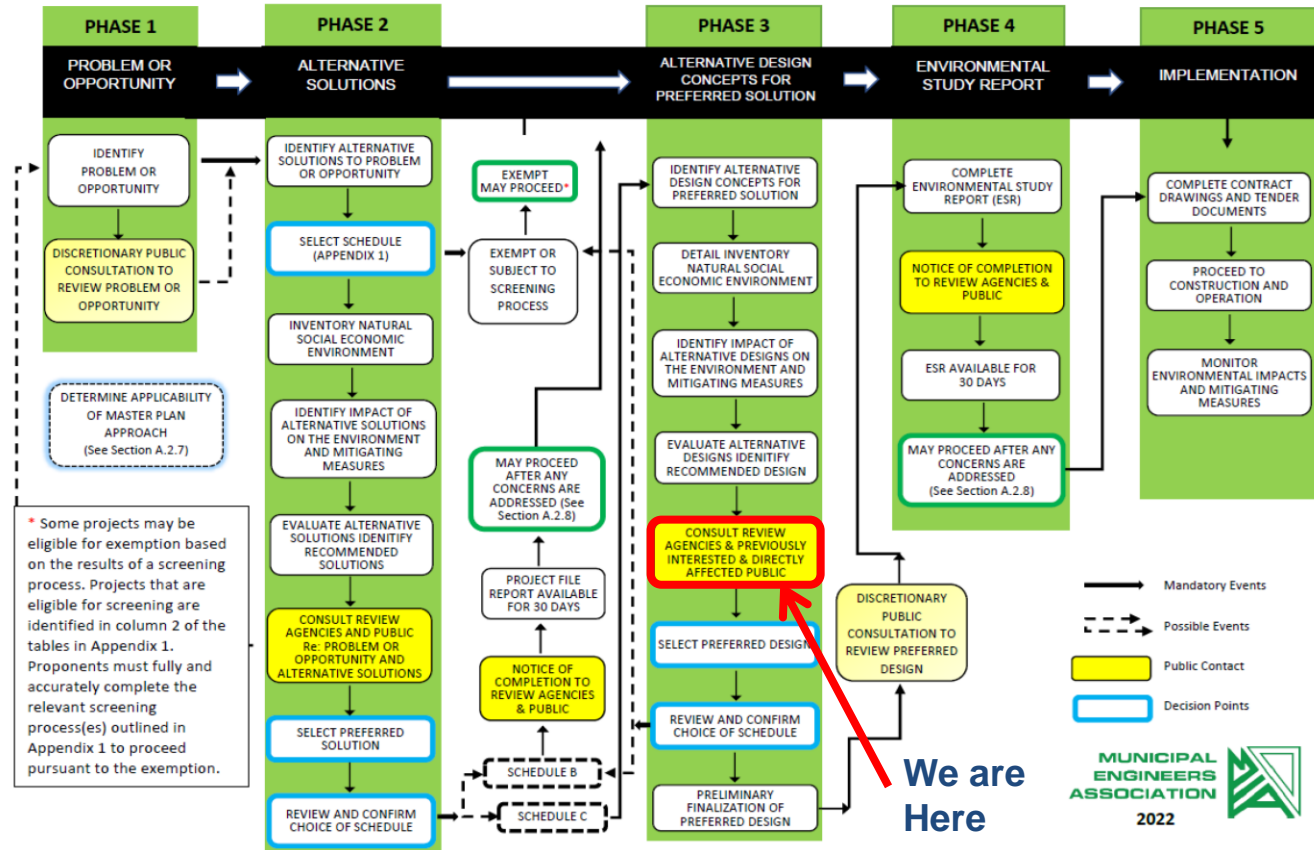
Source: City of Brantford Planning Department, January 2018

Municipal Class EA Process

Based on the requirement for collector roads, this project is considered as a Schedule 'C' Project (Phases 1 to 4) through an Integrated Approach, as defined in the Municipal Engineers Association Municipal Class Environmental Assessment, February 2024

Integrated Approach

The MCEA process for the collector road(s) and Planning Act process for the development are considered together to reduce duplication where possible.



Alternative Options – PIC #1

A range of collector road alignment options to support development and include emergency access within the Study Area was considered in Phase 2 of the MCEA process and presented during PIC#1.

The evaluation of alternatives is a step-by-step process that compares options that are feasible within the project environment and meet the project objectives outlined in the Problem/Opportunity Statement.

Option 1 – Do Nothing (Mandatory consideration in MCEA Process)

Option 2 – Primary connection to Shellard Lane, with secondary emergency access connection to Shellard Lane

Option 3 – Primary connection to Shellard Lane and primary connection to Pleasant Ridge Road

Option 4 – Primary connection to Shellard Lane with improved intersection spacing and secondary emergency access connection to Shellard Lane

Option 5 – Primary connection to Shellard Lane, opposite Gillespie Drive and secondary emergency access connection to Shellard Lane

Option 6 – Single Primary connection to Shellard Lane, divided for emergency access

PIC #1 Feedback



Public Information Centre #1 was hosted at the Edith Monture Elementary School June 6, 2024.



Written comments were received from 8 members of the public during the comment period.



A summary of written comments with responses from the study team was provided in a PIC Summary Report posted on the study webpage at:

<https://www.rjburnside.com/shellard-lane-development>

Comments received included the following general themes:

- Protecting Natural Features, Biodiversity and Water Quality
- Concern for negative impacts to: Wetlands, Watercourses, Wildlife and Vegetation
- Pleasant Ridge Road connection not preferred
- Concern for increased traffic on bridges and limited access to the City
- Community and Commercial Facilities limited and desired in Study Area
- Conformity to City of Brantford Official Plan and Special Policy Area 20

Supporting Studies

The data and observations from supporting studies are used to characterize the environment of the study area, develop criteria for the evaluation of the collector road alternatives and design options and identify possible impacts and mitigation measures.



Completed

- Installation of surface water and groundwater monitoring wells
- Traffic Counts, Existing Traffic Conditions and Traffic Impact Study
- Amphibian, Snake and Breeding Bird Surveys
- Snag Survey and Acoustic Monitoring for Candidate Bat Habitat
- Vegetation Survey (Ecological Land Classification (ELC))
- Woodland boundary delineation, Tree Inventory and Impact Assessment
- Wetland boundary delineation (with GRCA), Wetland Inventory and Impact Assessment
- Headwater Drainage Feature Assessment
- Cultural Heritage Studies (Stage 1 Archaeological Assessment, Cultural Heritage Resource Assessment)



In Progress

- Fluvial Geomorphological Assessment
- Hydrogeological Monitoring
- Stormwater Management Strategy
- Cultural Heritage Studies (Stage 2 Archaeological Assessment)

Natural Heritage Updates Since PIC#1

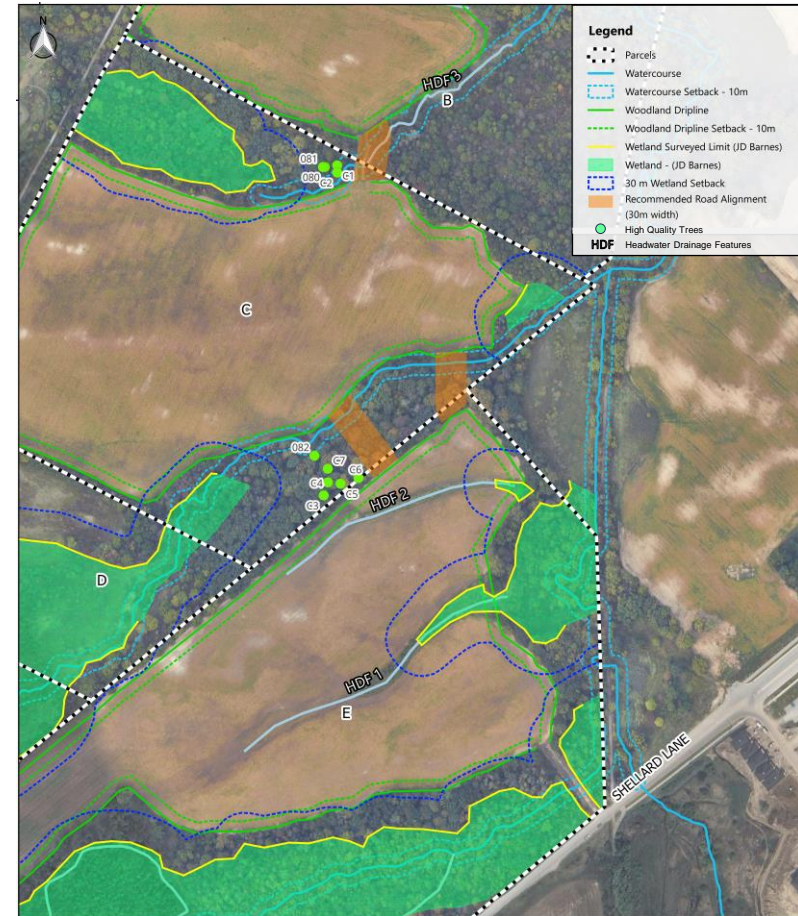
Natural Heritage Features

Environmental Features Assessment Included:

- Snake, Amphibian, Breeding Birds, and Vegetation Surveys
- Potential habitat for Species-At-Risk
- Provincially Significant Wetland (PSW) boundary and setback (field review with GRCA)
- Woodland dripline, boundary and setback
- Watercourse boundary and setback
- Headwater Drainage Features Assessment

Impacts & Mitigation

- Footprint of the proposed Collector road construction to be minimized as much as possible.
- Vegetation removals will be subject to timing restrictions to avoid direct impact to Species-At-Risk, Breeding Birds and Wildlife Habitat.
- Impacts to the Provincially Significant Wetland to be avoided where possible.
- Measures to protect water quality, Erosion and Sediment Control (ESC) measures to be developed and installed prior to disturbance.
- Options to facilitate wildlife passage will be included.
- Permits will be obtained prior to initiation of all works within watercourses and regulated areas.



Source: GeoProcess Research Associates, 2024

Socio-Cultural Updates Since PIC#1

Heritage Resource Assessment

- Stage 1 Archaeological Assessment
- Stage 2 Archaeological Assessment
- Cultural Heritage Resource Assessment

Archaeological Potential

- Stage 1 Archaeological Assessment identified archaeological potential in the Study Area
- Stage 2 Archaeological Assessment identified several archaeological sites in the Study Area
- Stage 2 found that the alignment of corridors through the Natural Heritage area was clear of archaeological potential
- Further archaeological studies are required before any disturbance or construction

Artifact Examples

- 1) Early-mid 19th C. Ceramics;
- 2) 1798 US Cent Coin;
- 3) Woodland Projectile Point;
- 4) Onondaga Drill;
- 5) Indigenous Ceramics;
- 6) Broad Point Archaic Projectile Point



Source: Parslow Heritage Consultancy Inc., 2024

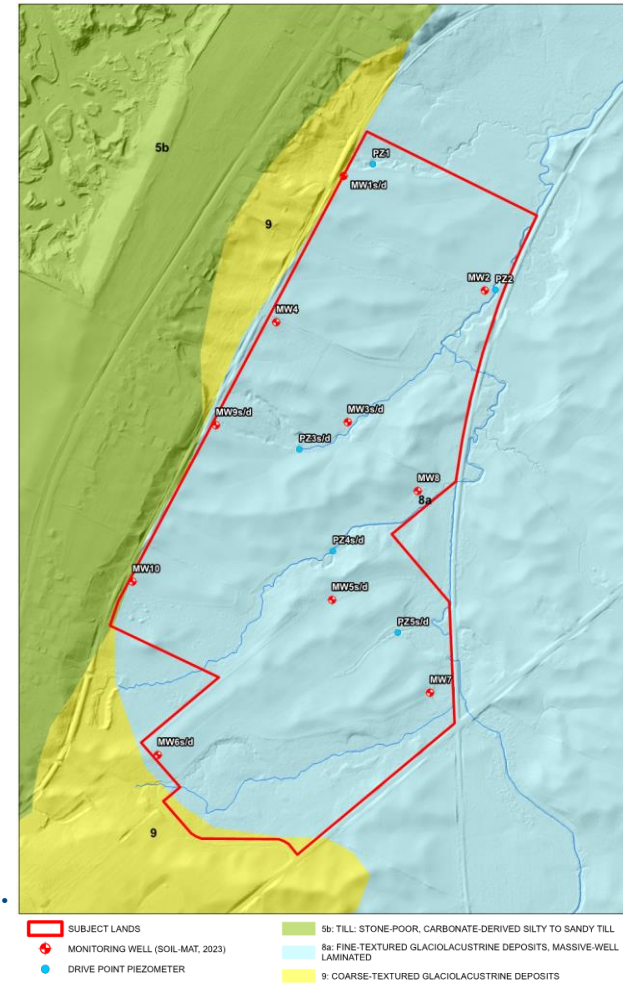
Hydrogeology

Hydrogeology Assessment

- Reviewed existing hydrogeological and geological data in the Study Area.
- Established a monitoring network: drilled, installed and tested 15 monitoring wells to assess soil and groundwater conditions.
- Reviewed geotechnical information and conducted well testing to characterize sediment and assess hydraulic conductivity.
- Water-level measurements, surface water monitoring and groundwater sampling were completed to characterize groundwater depth, flow conditions, water quality and background water quality.

Findings

























- Three tributaries of D'Aubigny Creek flow northeast through the subject lands towards D'Aubigny Creek which flows north along the border of the subject lands.
- Groundwater flows in a southeast direction across the Study Area.
- Groundwater quality is good, no exceedances of Ontario Drinking Water Quality Standards.
- Study Area is in GRCA Significant Groundwater Recharge Area (SGRA).
- Soil observations confirmed silt and clay soils present which are NOT conducive to groundwater recharge.
- Recommendation for a Private Well Survey to understand location and use of local water supply wells.



Source: R.J. Burnside & Associates Limited, 2024

Evaluation of Collector Road Alternatives

The alternatives were compared to each other based on the level of anticipated impact to criteria under each of the Natural, Socio-Cultural, Financial and Technical environments. The table provides a summary of the Evaluation of collector road alternatives as an average range under each environment category.

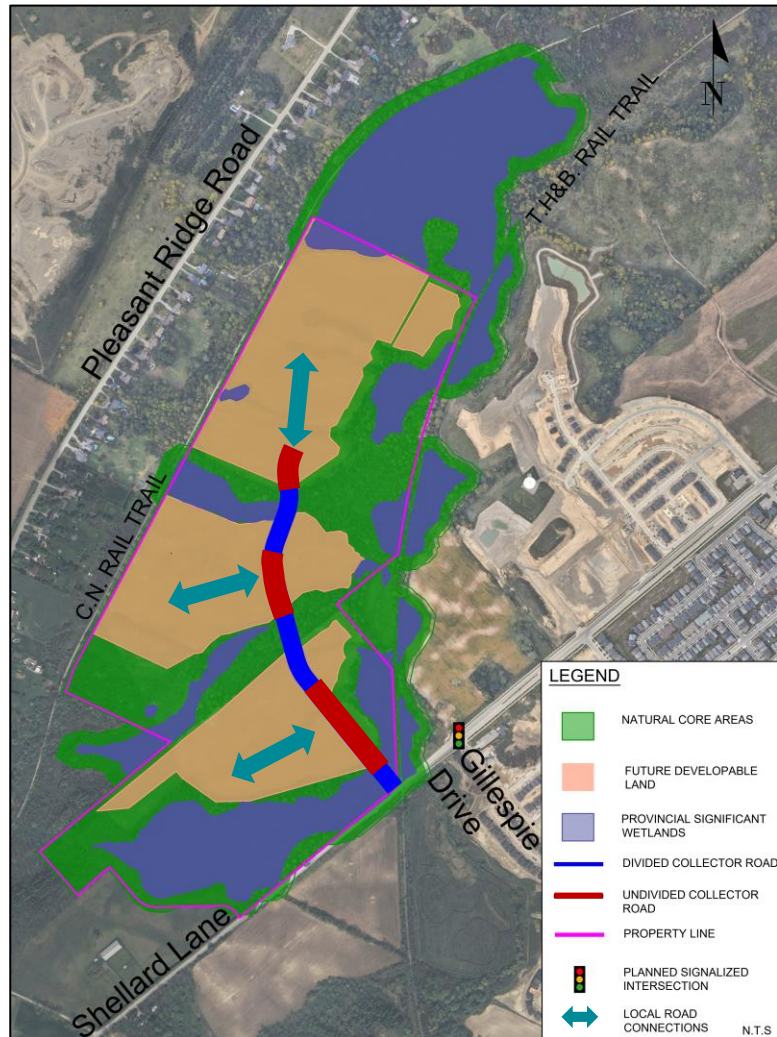
Criteria for Evaluating Alternatives	Alternative 1: Do Nothing	Alternative 2: Primary connection to Shellard Lane with secondary west emergency access connection to Shellard Lane	Alternative 3: Primary connection to Shellard Lane and Primary connection to Pleasant Ridge Road	Alternative 4: Primary connection to Shellard Lane with improved intersection spacing and secondary emergency access to Shellard Lane	Alternative 5: Primary connection to Shellard Lane, opposite Gillespie Drive and secondary emergency access connection to Shellard Lane	Alternative 6: Primary connection to Shellard Lane, divided for emergency access
Natural Environment						
Socio-Cultural Environment						
Financial Factors						
Technical Factors						
Problem Statement	Does not meet POS	Meets POS	Meets POS	Meets POS	Meets POS	Meets POS
OVERALL SUMMARY	Least Preferred	Less Preferred	Somewhat Preferred	Least Preferred	Less Preferred	Most Preferred

Order of Preference: an empty pie represents the least anticipated impact, and therefore most preferred, a full pie represents the greatest anticipated impact, and therefore least preferred.

Most Preferred  More Preferred  Somewhat Preferred  Less Preferred  Least Preferred 

Preferred: Alternative 6 – Modified Cross-Section

Collector Road Details



Source: R.J. Burnside & Associates Limited, 2024

- Primary access via Shellard Lane, connection is in close proximity (approximately 195 m) to Gillespie Drive / Shellard Lane intersection.
- Divided Collector Road (blue) to accommodate emergency access secondary route to/from the development areas.
- Undivided Collector Road (red) to provide property and local road access as well as on-street parking options within the development areas.
- Crosses Core Natural Areas and the Provincially Significant Wetland (PSW).

Summary of Evaluation

- Least level of impact to Core Natural Areas and PSW due to the construction of single collector road, divided for emergency access.
- Property acquisition not required.
- Least cost for implementation and maintenance including snow removal.
- Utilizes existing agricultural access as primary access.
- Can incorporate connection to existing trail crossing at Shellard Lane.

Development of Design Options

Design Options for the Preferred Alternative will consider a refined road alignment and alternative cross sections, including active transportation and on-street parking options.



Alignment

- Evaluation of Impacts to existing Natural Environment Features, Socio-cultural Environment, Technical and Financial factors determined alignment options
- Existing agricultural access is preferred Option at first PSW crossing point
- Two proposed alignment options (East and West) for second PSW crossing point



Cross-sections

- A Right-of-Way Review considered Emergency access, Capacity, Parking, Travel Lanes, Utility servicing, Accommodation of alternative transportation modes and Environmental Impacts to develop proposed cross-sections

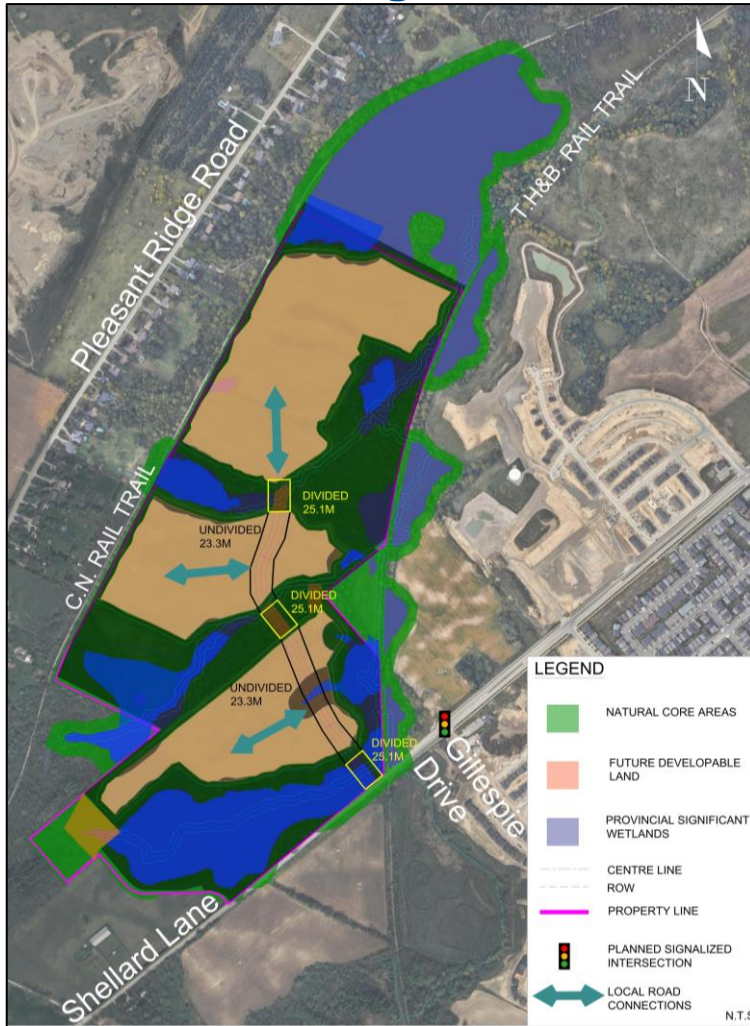


Intersections

- Study Area intersection operations were assessed to provide the following analysis scenarios for:
 - Existing traffic conditions
 - 2041 background and total traffic conditions
 - 2051 background and total traffic conditions
- Intersection improvement recommendations will be included in the final report

Design Option A

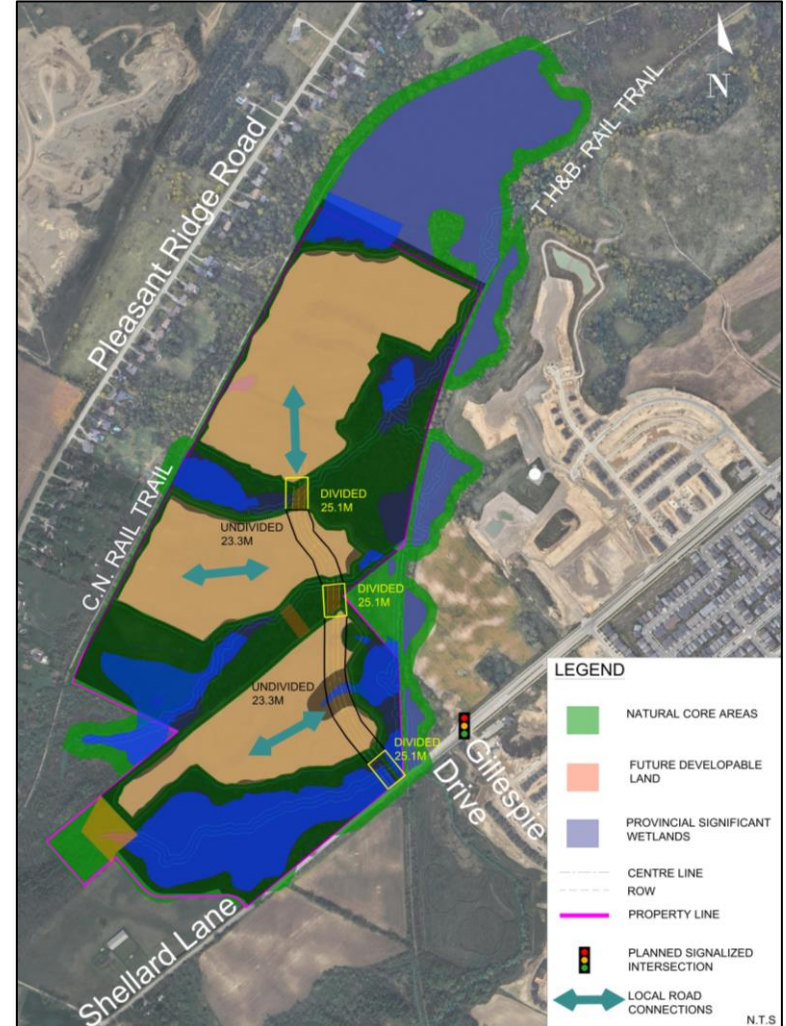
West Alignment



Source: R.J. Burnside & Associates Limited, 2024

Design Option B

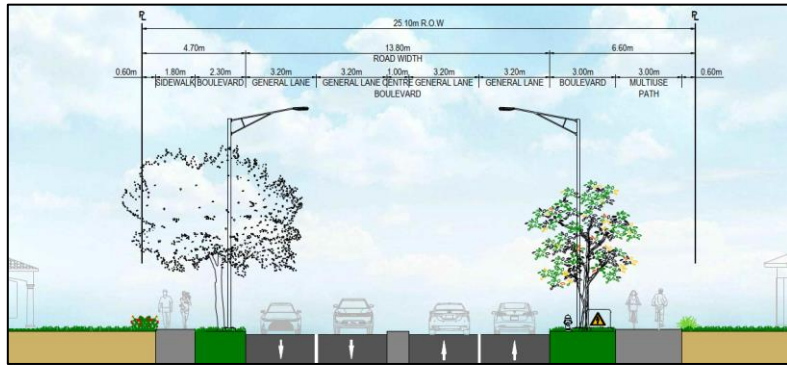
East Alignment



Source: R.J. Burnside & Associates Limited, 2024

Proposed Cross Sections

Divided Cross Section

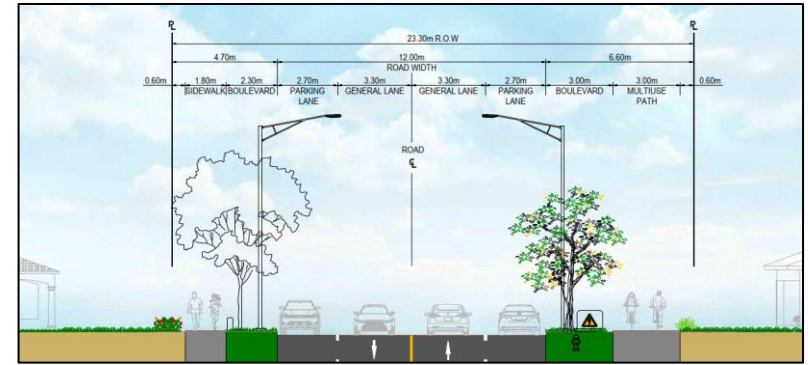


Source: R.J. Burnside & Associates Limited, 2024

Features

- Sidewalk and Boulevard on west side
- Four General travel lanes
- Centre boulevard
- Multi-Use Trail and Boulevard on east side
- Total ROW = 25.1m

Undivided Cross Section



Source: R.J. Burnside & Associates Limited, 2024

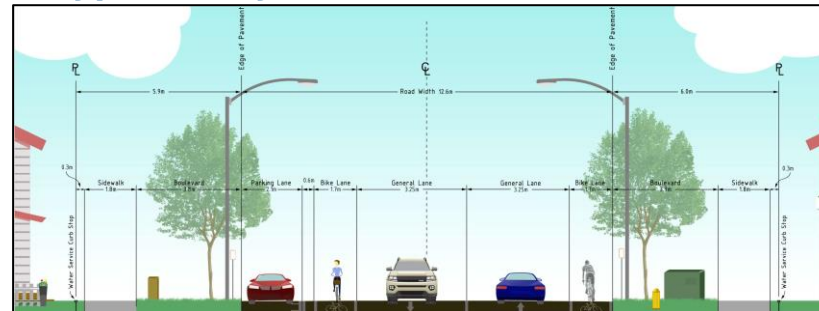
Features

- Sidewalk and Boulevard on west side
- Two General travel lanes
- Two Parking lanes
- Multi-Use Trail and Boulevard on east side
- Total ROW = 23.3m

Divided Cross Section Updates

- MUT on one side only
- Centre boulevard = 3.6m less than standard
- Total ROW = 5.4m less than standard

Typical City of Brantford Cross Section

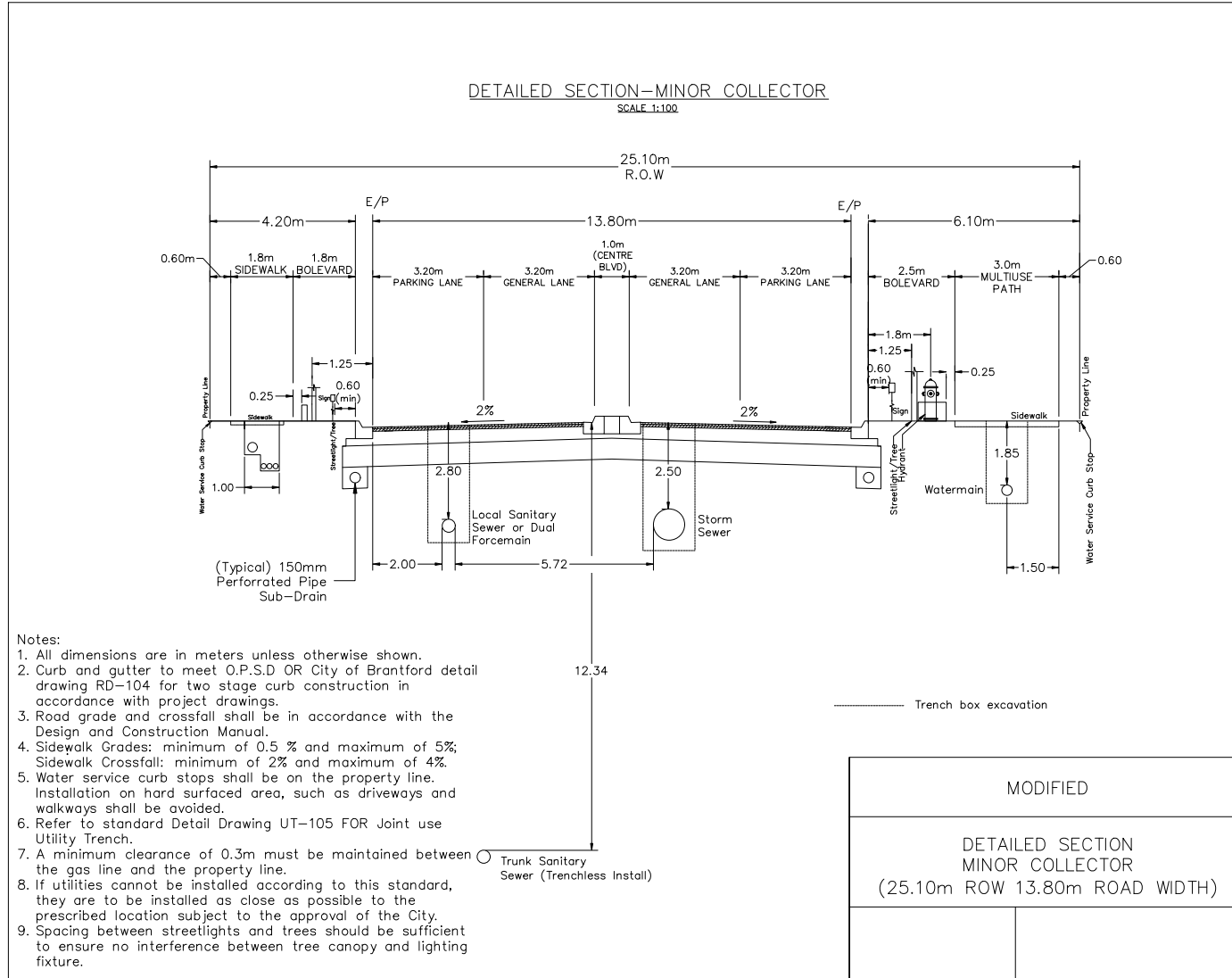


Source: City of Brantford Roads & Transportation, 2024

Undivided Cross Section Updates

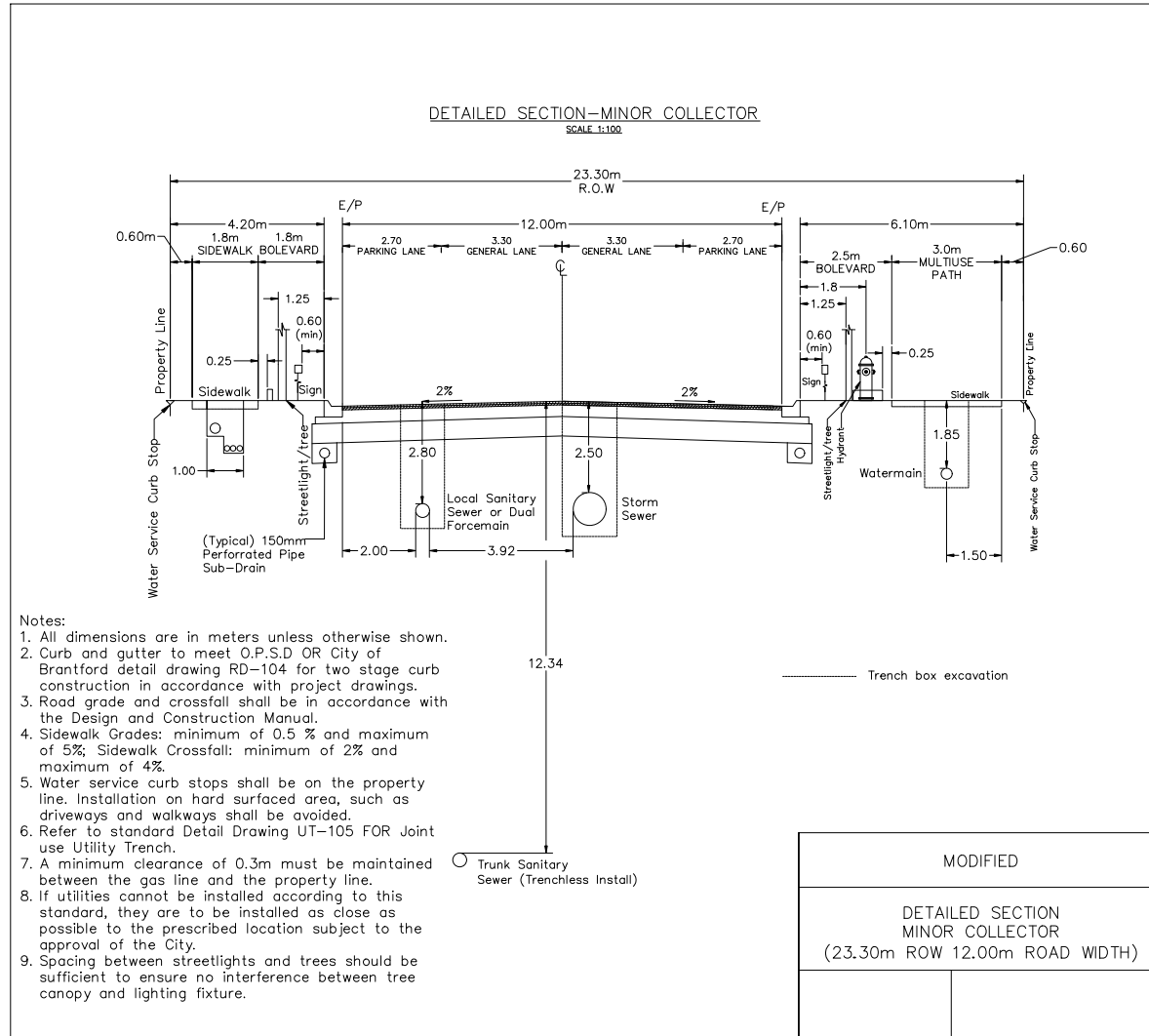
- No bike lanes
- Total ROW = 1.2m less than standard

Divided Cross Section Proposed Servicing

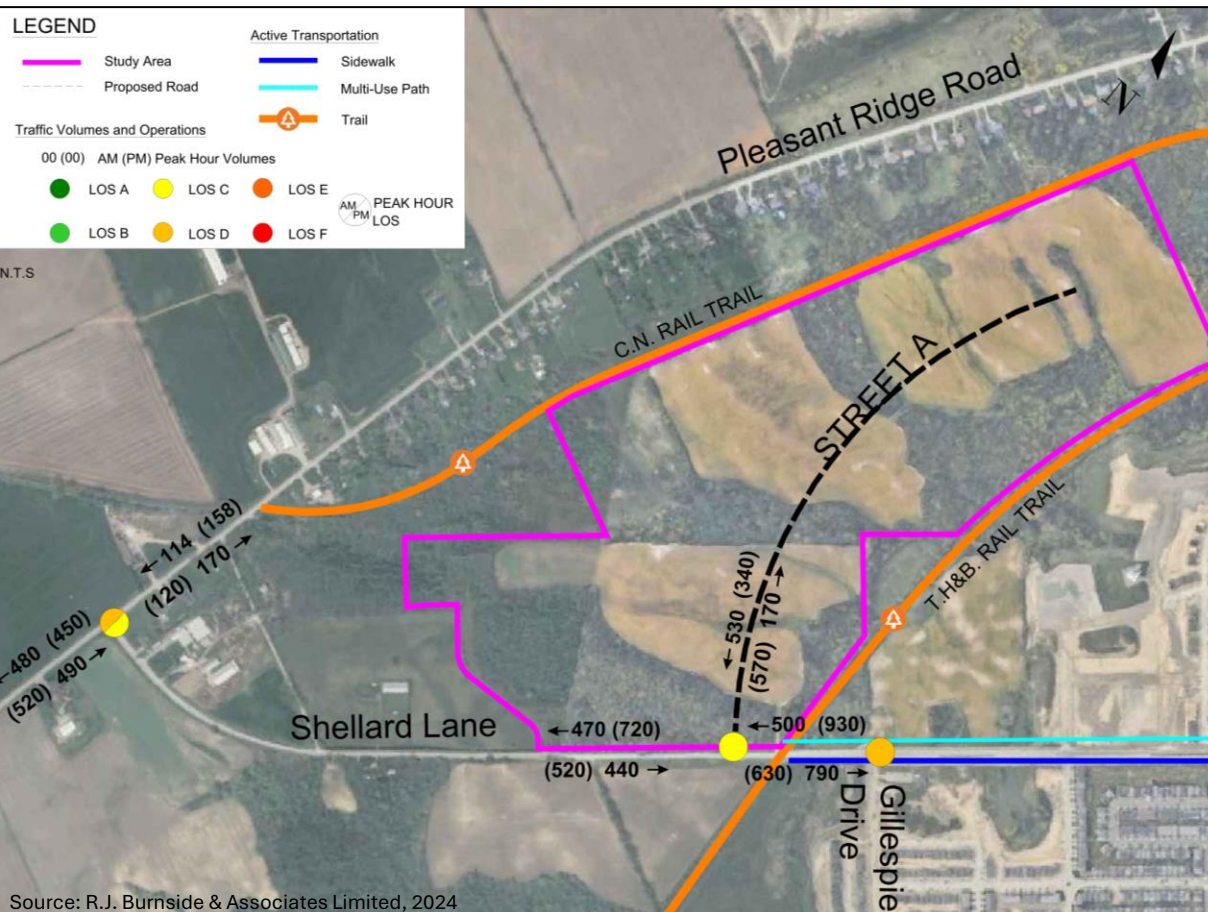


Undivided Cross Section

Proposed Servicing



Traffic Conditions



- Conditions for 2041 indicate excess capacity with development build out and occupation

2041 Network Improvements

Pleasant Ridge Road / Shellard Lane

- Signalization

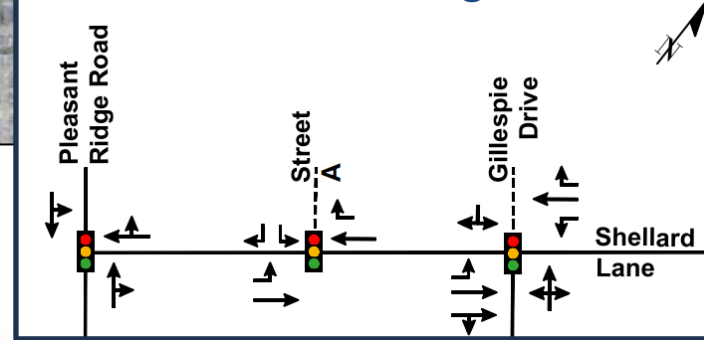
Street A / Shellard Lane (Proposed)

- Signalization with:
 - Eastbound left turn lane
 - Westbound right turn lane
 - Southbound left turn lane
 - Southbound right turn lane

Gillespie Drive / Shellard Lane

- Signalization with:
 - Eastbound left turn lane

Future Lane Configurations



Next Steps

Review and Consider Feedback from PIC #2
Complete All Supporting Studies

**Confirm Preferred Design
Concept**

Document Public Consultation Process

PIC #2 Summary Report

Finalize
Design Concept

**Draft Environmental Study
Report - February 2025**

Circulate Draft Environmental Study
Report for Review

**Finalize Environmental Study
Report - March 2025**

File Environmental Study Report
for 30-day public review and comment

**Post Notice of Completion –
April/May 2025**



WELCOME

NEIGHBOURHOOD MEETING

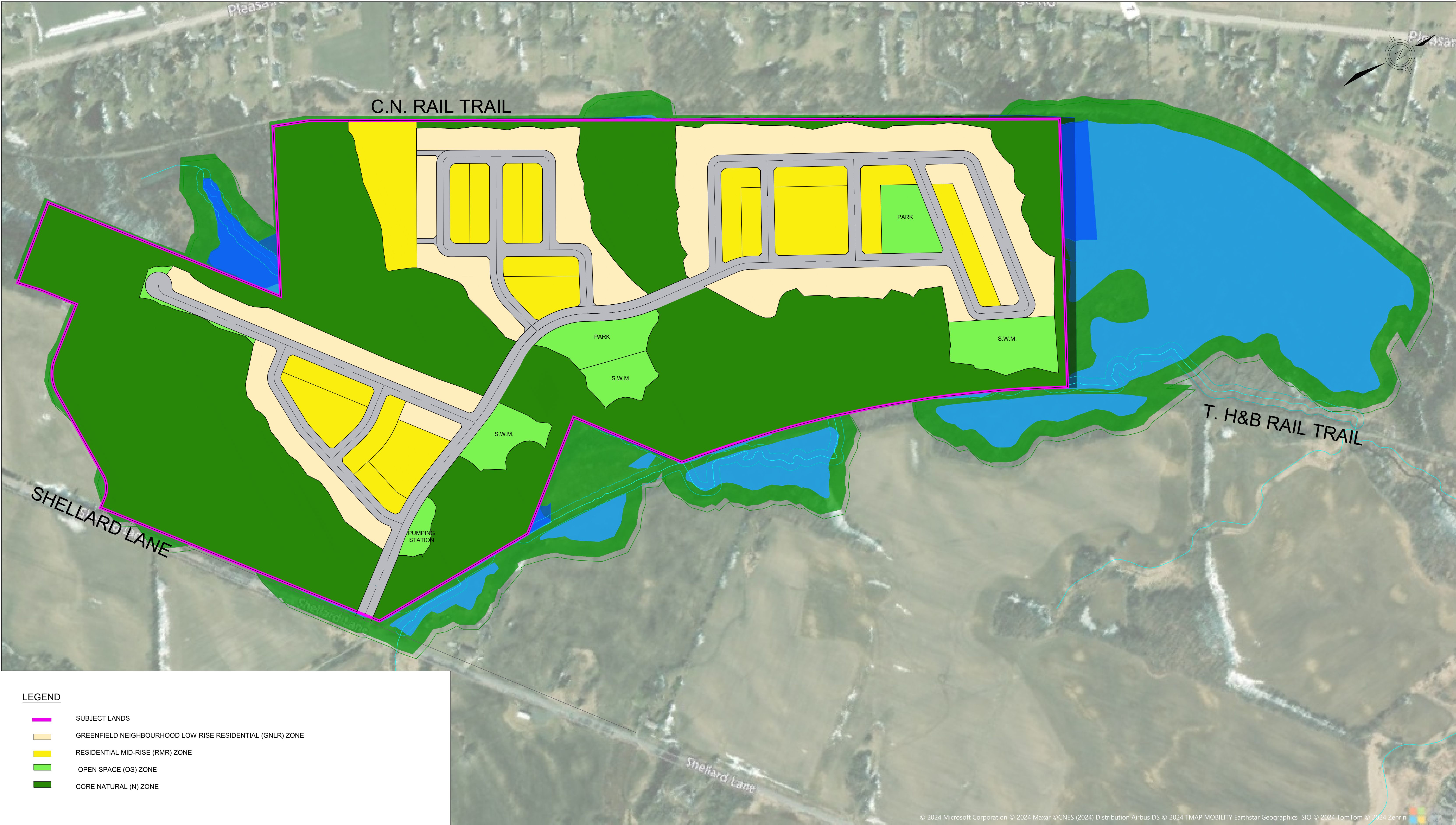
Proposed Official Plan and Zoning By-law Amendment
Shellard Lane Special Policy Area 20
City of Brantford

December 20, 2024



SHELLARD LANE, BRANTFORD
SUBJECT LANDS

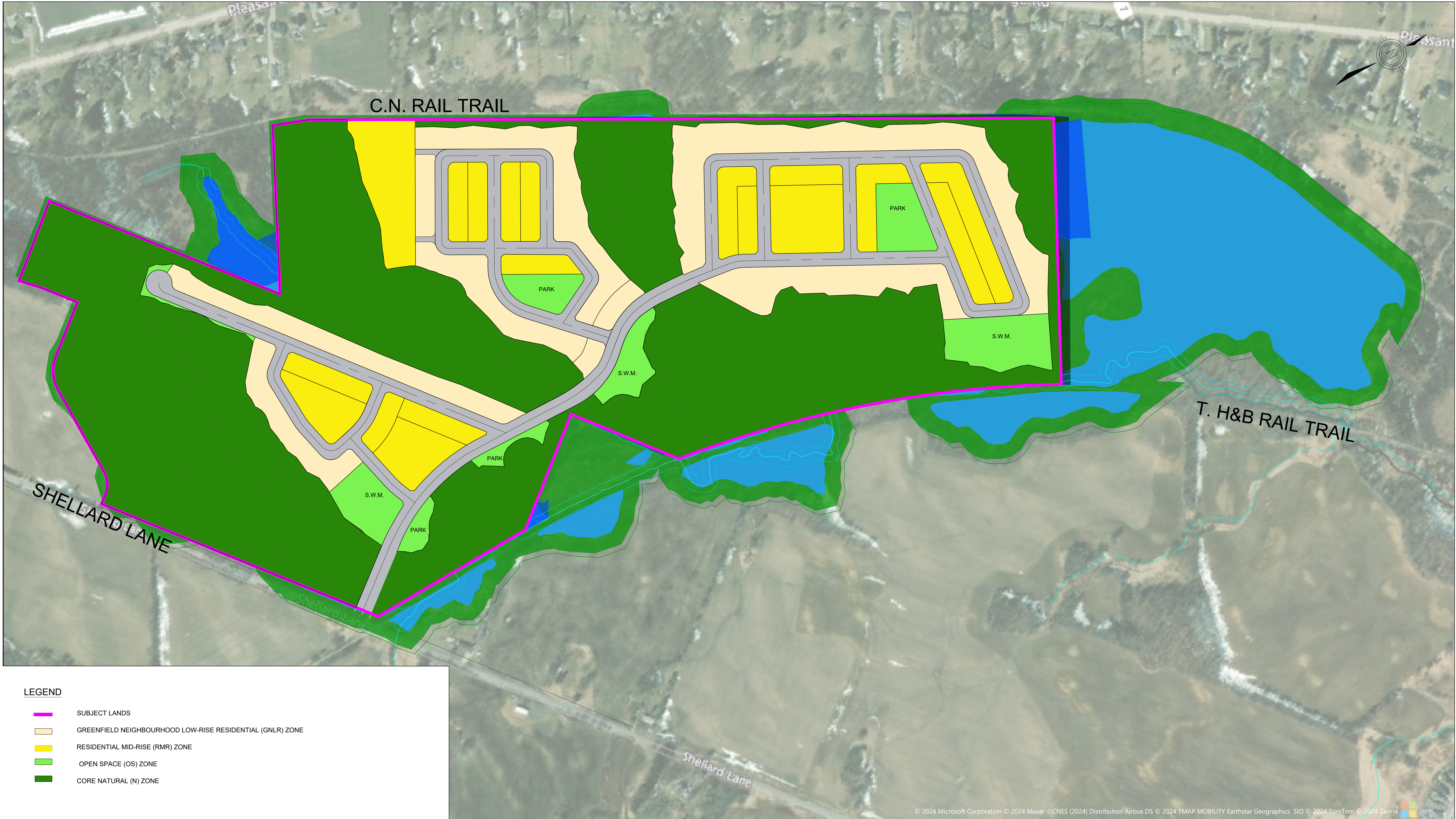
SCALE	1:2500
DATE	NOVEMBER 22, 2024
PROJECT No.	144867



LEGEND

- SUBJECT LANDS
- GREENFIELD NEIGHBOURHOOD LOW-RISE RESIDENTIAL (GNLR) ZONE
- RESIDENTIAL MID-RISE (RMR) ZONE
- OPEN SPACE (OS) ZONE
- CORE NATURAL (N) ZONE

SHELLARD LANE, BRANTFORD
DRAFT ZONING BY-LAW - CONCEPT 1



LEGEND

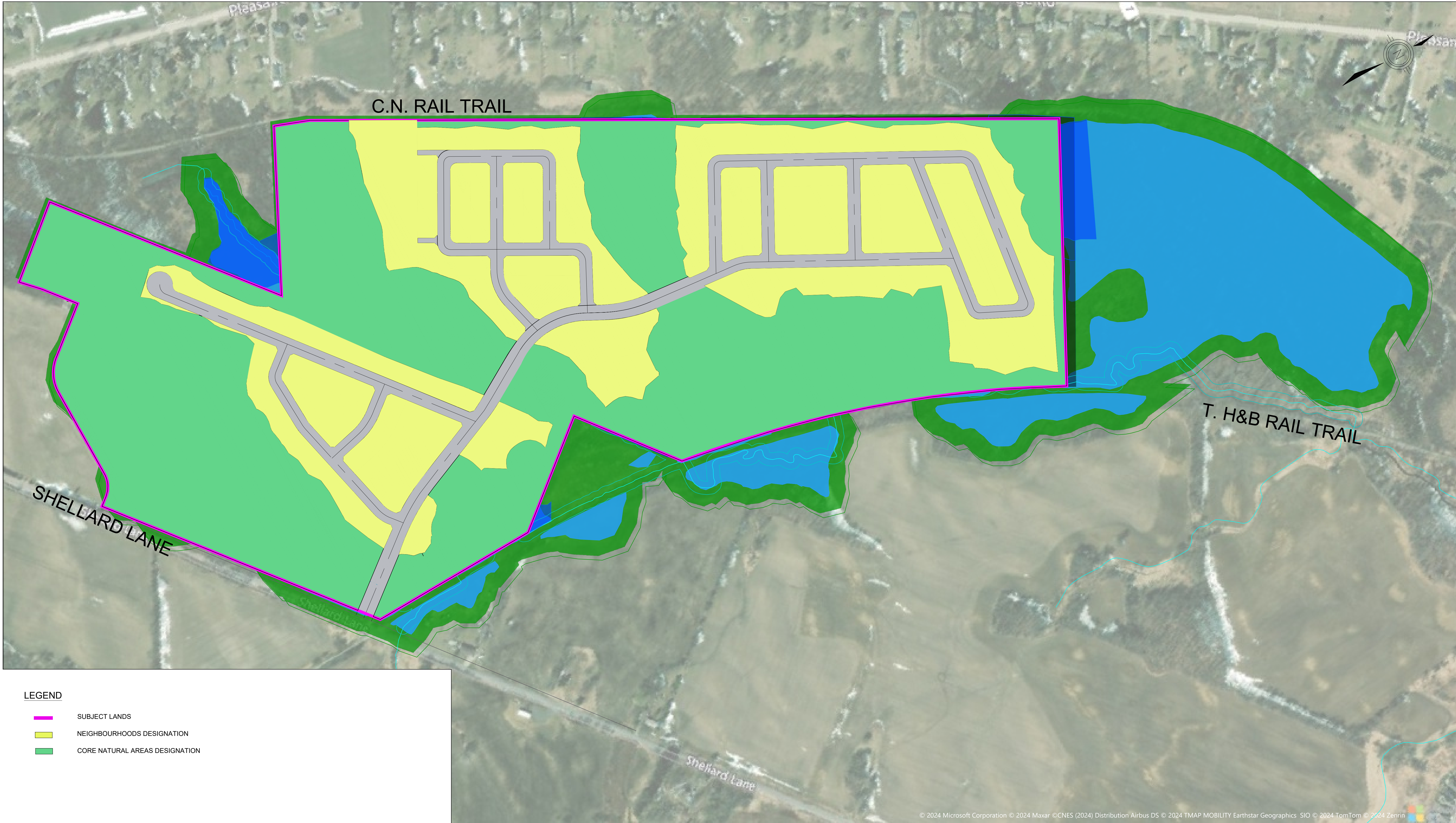
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SHELLARD LANE, BRANTFORD
DRAFT ZONING BY-LAW - CONCEPT 2






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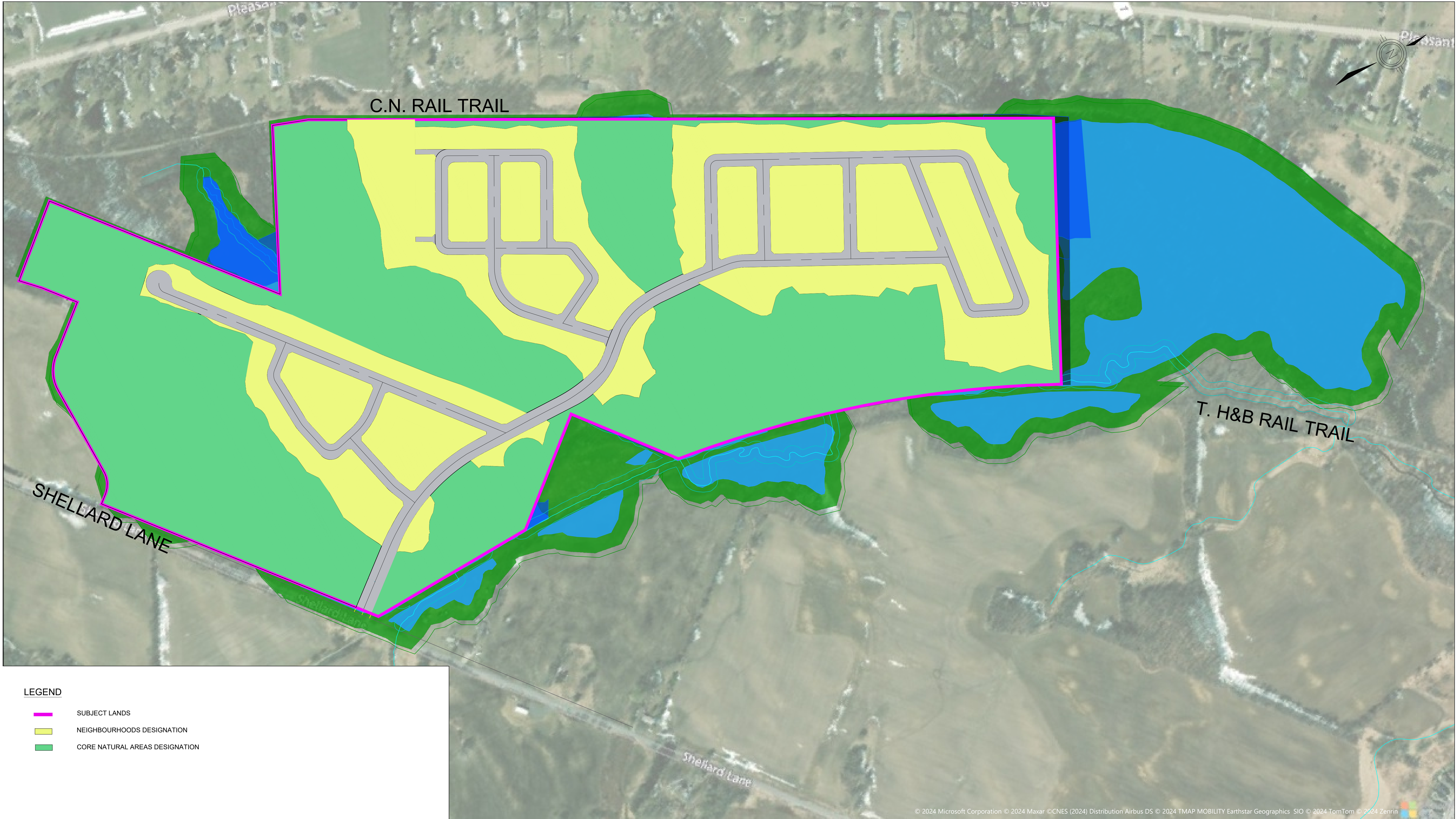


LEGEND




-  SUBJECT LANDS
-  NEIGHBOURHOODS DESIGNATION
-  CORE NATURAL AREAS DESIGNATION

SHELLARD LANE, BRANTFORD
OFFICIAL PLAN MAP - GROWTH MANAGEMENT PLAN - CONCEPT 1

SCALE	1:2500
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LEGEND

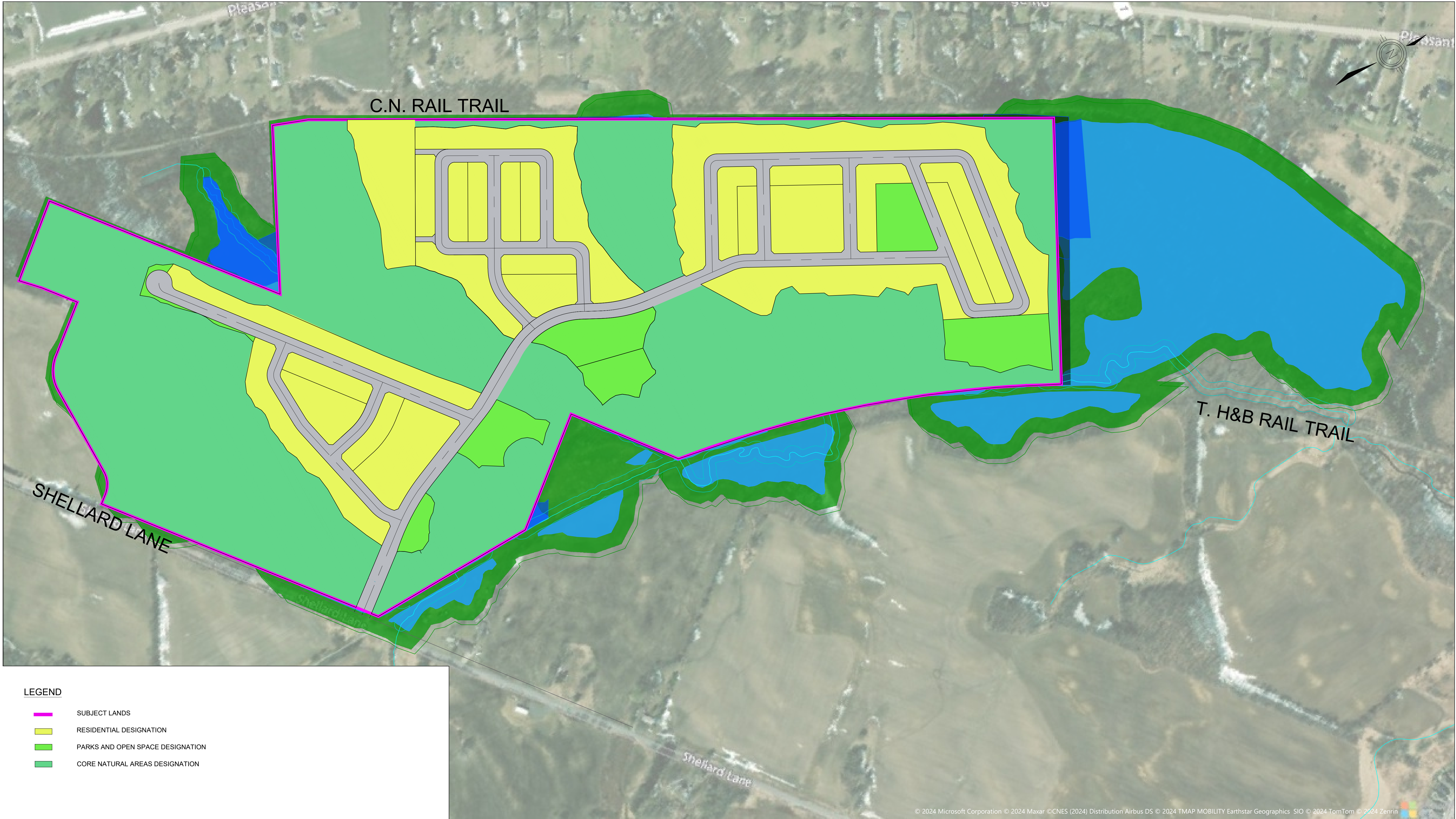
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SHELLARD LANE, BRANTFORD
OFFICIAL PLAN MAP - GROWTH MANAGEMENT PLAN - CONCEPT 2

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LEGEND

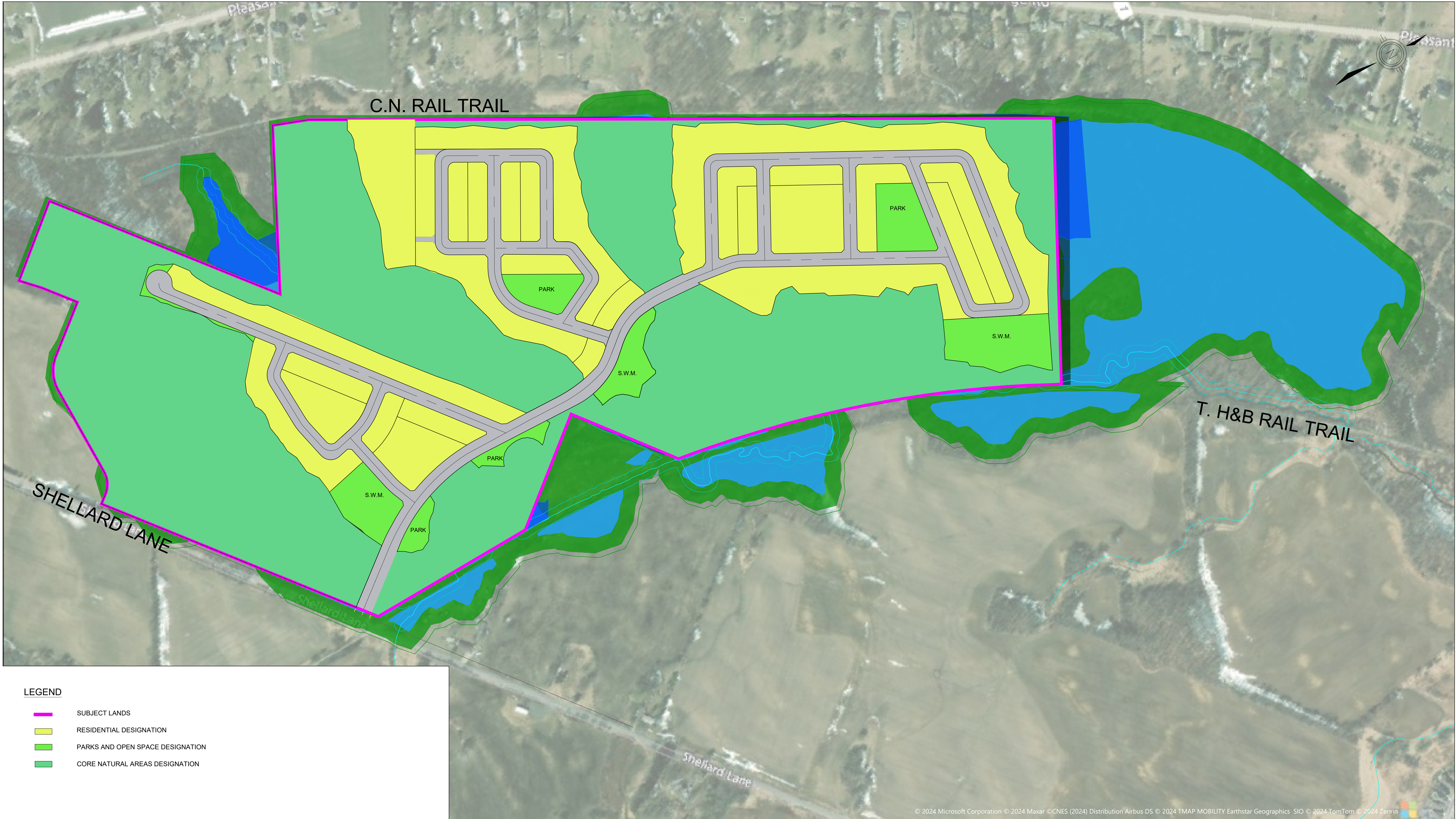
-  SUBJECT LANDS
-  RESIDENTIAL DESIGNATION
-  PARKS AND OPEN SPACE DESIGNATION
-  CORE NATURAL AREAS DESIGNATION

SHELLARD LANE, BRANTFORD
OFFICIAL PLAN - SCHEDULE 3 MAP - CONCEPT 1



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LEGEND

- SUBJECT LANDS
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- PARKS AND OPEN SPACE DESIGNATION
- CORE NATURAL AREAS DESIGNATION

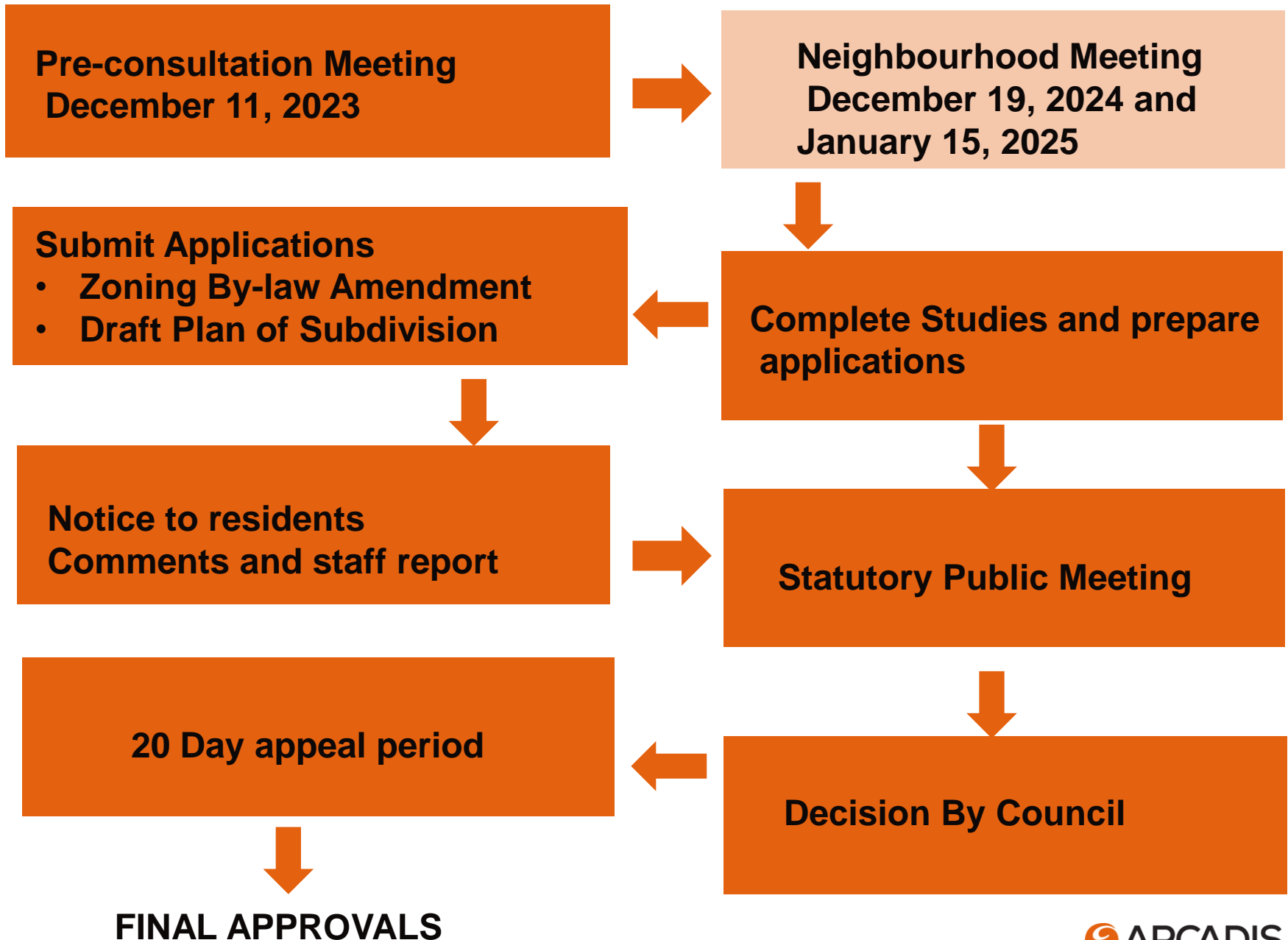
SHELLARD LANE, BRANTFORD
OFFICIAL PLAN - SCHEDULE 3 MAP - CONCEPT 2



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PLANNING PROCESS



Questions / Comments



Please fill out a comment form or visit the project webpage at:
<https://www.rjburnside.com/shellard-lane-development/>

PIC materials will be available online for review and comment until **January 29, 2025**.
A summary of comments and responses received by **January 29, 2025** will be provided in a Public Information Centre Summary report posted on the webpage above.

If you have any additional questions / comments, please contact:

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