



P. O. BOX 1295
BRANTFORD, ONTARIO, CANADA
N3T 5T6

October 30, 1980.

TO ALL PROPERTY OWNERS IN OR NEAR
THE ROUTE OF THE PROPOSED CORRIDOR

Dear Sir/Madam:

During the annexation negotiations this past winter the City agreed to the annexation of lands in the southwest of the City and lands in the northwest of the City on the condition that the City could have a transportation and service corridor to link the two annexed areas. *

The Province has funded an engineering study on the transportation corridor and the City has funded an engineering study on the trunk sanitary main alignment. The Brantford P.U.C. has studied servicing required for trunk watermains and hydro electric service.

Following the consultant's presentation of their investigations at the public meeting on October 16th, the Township Council decided to mail a summary of the Engineer's Transportation Corridor Study to all property owners who may be affected by the transportation corridor. A summary of that study is attached for your further information and comment prior to the decision on the preferred corridor location being taken by Council. Please note that in the consultant's opinion, Route E3 ranks first.

If you should have any questions on the transportation corridor, please call or come into the Township office and the staff will attempt to answer your questions.

The Council will provide an opportunity on Monday, November 17th, 1980, at 7:30 p.m. here in the Township Council Chambers to hear any property owner who has objections or concerns over any one of the five routes identified by McCormick Rankin. If you wish to speak to Council on this issue, kindly call Jim Fairlie or myself at this office by Wednesday, November 12th, so that we can make suitable arrangements on the Council agenda.

Yours very truly,

D. A. Kelman, C.A.,
Administrator,
Township of Brantford.

DAK:mk
encl.

BRANTFORD CORRIDOR STUDY

A study has been carried out to identify the best location for a transportation and service corridor on the west side of the City of Brantford. The corridor will extend from the intersection of the Brantford Southern Access Road (B.S.A.R.) and Mount Pleasant Street, in the south, to the interchange of Highway 403 and Oak Park Road, in the north.

A great deal of information was assembled for the corridor. This included topographic mapping and aerial photographs; property boundaries and ownership; existing land use and anticipated future land use; environmental sensitivity of woodlots, wildlife and water courses; agricultural and engineering soil capabilities. The information was obtained from the files of the City, Township and County and also from discussions with representatives of agencies such as the Ministry of Natural Resources, the Ministry of Agriculture and Food and the Grand River Conservation Authority.

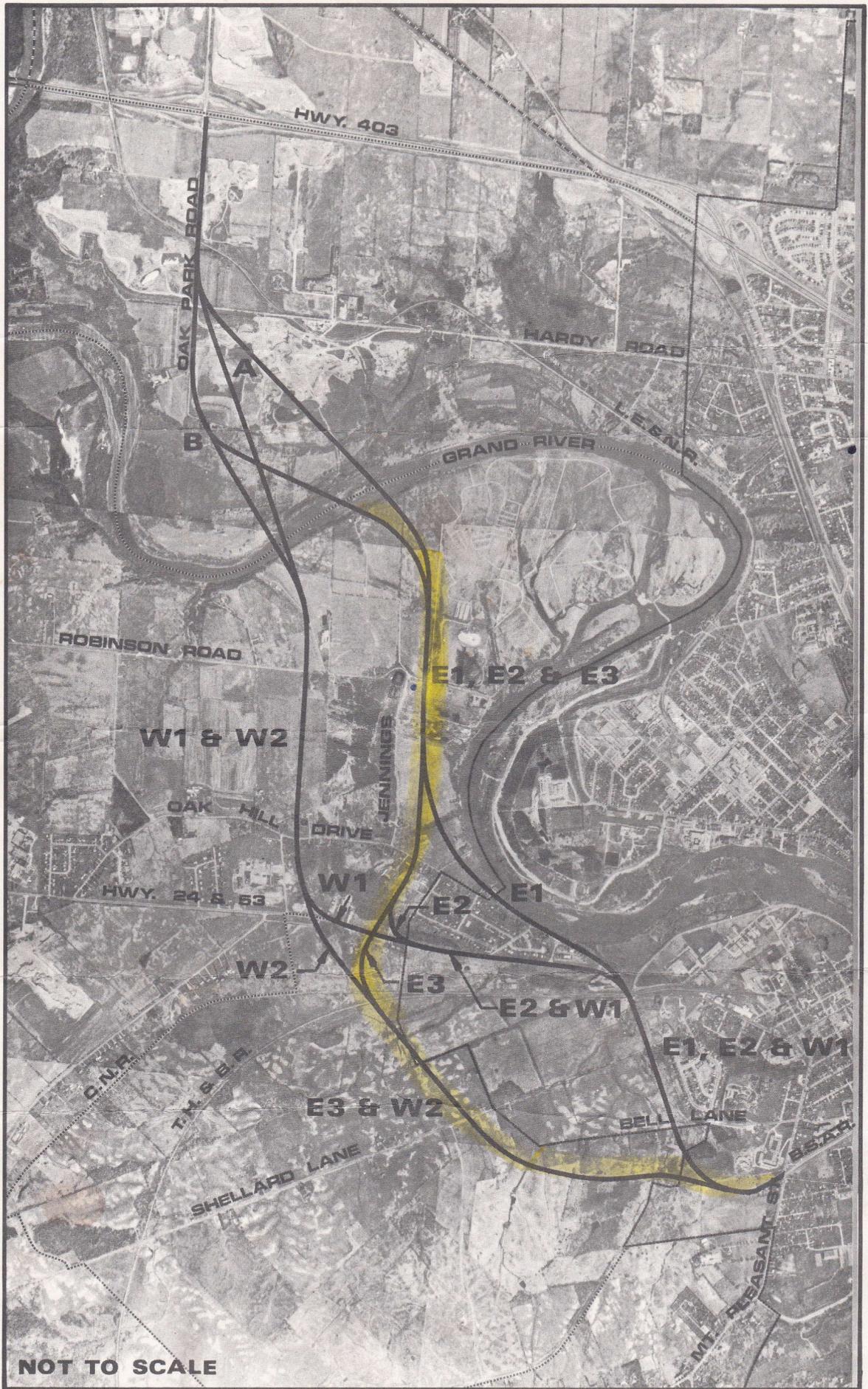
Once this information had been assembled, a number of potential locations were identified for the corridor. These are illustrated on the attached key plan.

Because of topographic constraints, a profile was drawn for each alternative. From these profiles it was decided that for safety reasons, a bridge would be required to carry the corridor over Oak Hill Drive for all alternatives other than E1. In addition it was decided that alternatives E3 and W2 would have to pass under Highway 53.

The alternative corridor locations were then analyzed with respect to cost, property, environment, transportation and land use.

Following the detailed analysis, a numerical evaluation was carried out. The results of the evaluation are shown in the following table:

Factor	Factor Weight	E1	E2	E3	W1	W2
Cost	20	180	160	80	200	120
Property	15	105	135	120	150	120
Environment	15	90	135	150	90	120
Transportation	25	250	150	250	150	175
Land Use	25	150	125	250	125	200
TOTAL	100	775	705	850	715	735
Ranking		2	5	1	4	3



BRANTFORD TRANSPORTATION STUDY