



# GTA West Transportation Corridor Route Planning and EA Study – Stage 2

Town of Caledon Council  
July 7, 2020



## Agenda:



**Why we revisited the Highway 410 Extension**



**Highway 410 Extension Preferred Plan**



**Why we revisited Section 6**



**Section 6 options**



**Next steps**

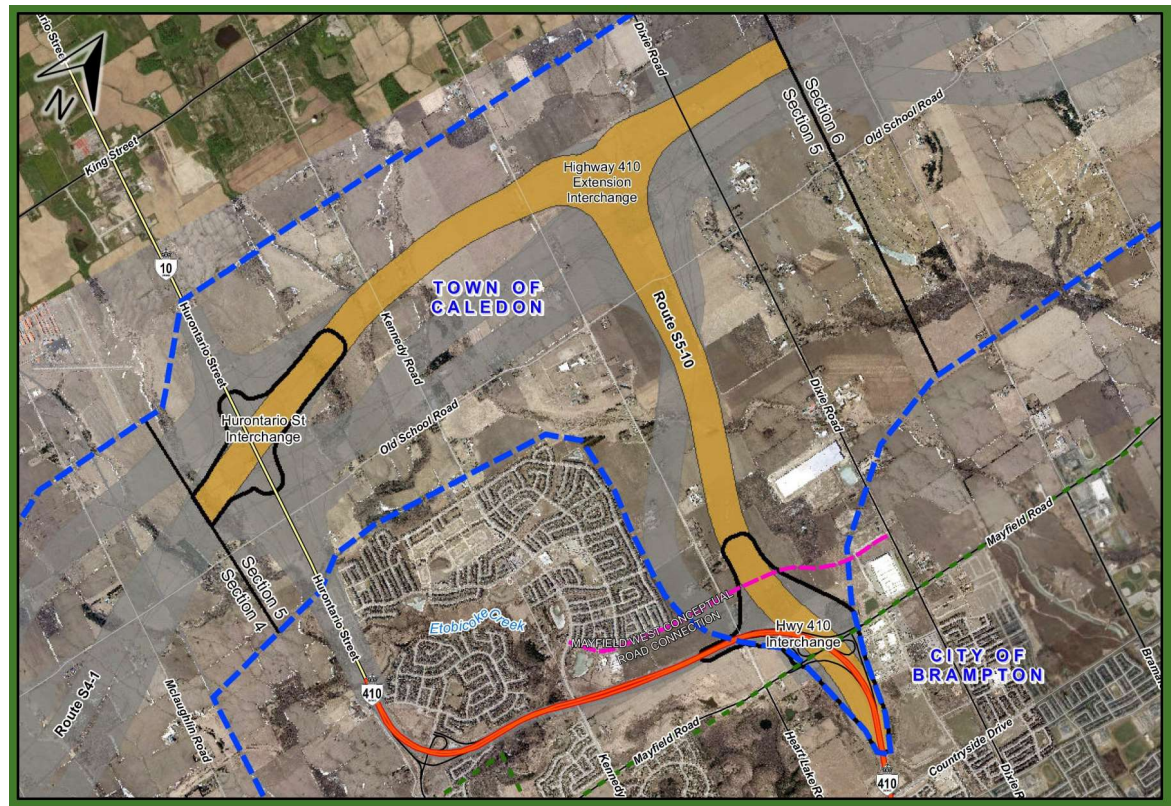


## Highway 410 Extension



# DRAFT TECHNICALLY PREFERRED ROUTE (TPR)

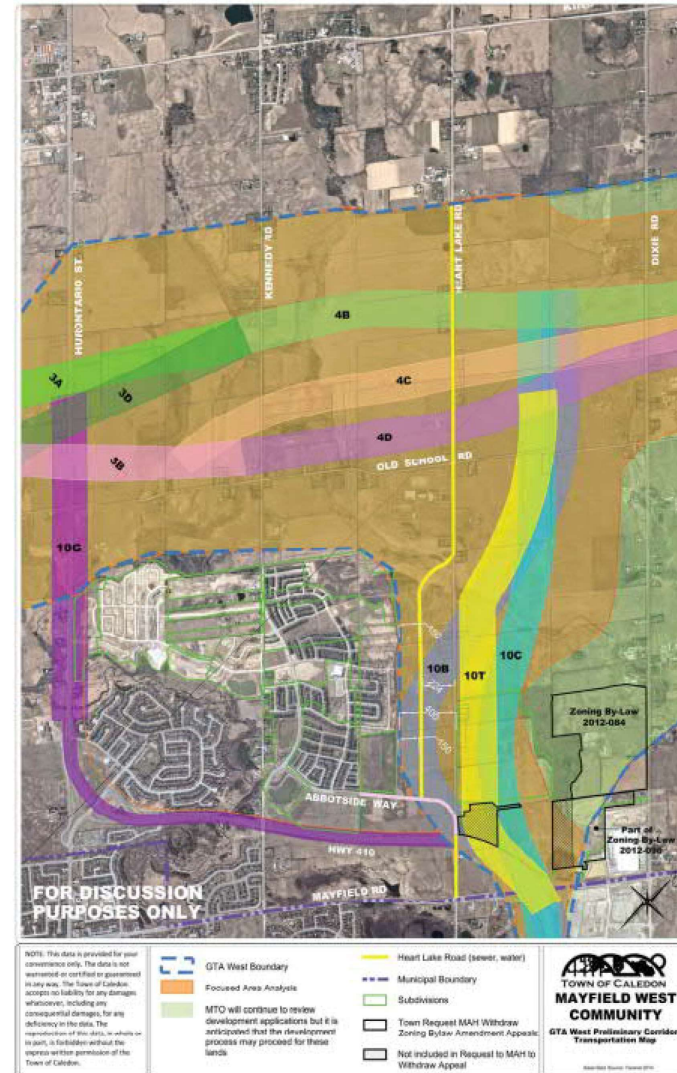
- A new Highway 410 alignment was preferred over the existing Highway 10/410.
- A new alignment to the east was preferred over a new alignment to the west of Heart Lake Road.
- Alternative S5-10 was preferred from a Land Use / Socio-Economic Environment and Transportation perspective.





## CALEDON'S PIC #2 COMMENTS

- Pursue the Town's preferred alignment for Highway 410 Extension (10T) to integrate with the GTA West corridor within the Mayfield West 1 lands.
- Work with the Town for the extensions of Abbotside Way and Dougall Avenue to support the Mayfield West 1 approved lands.





## POST PIC #2 MUNICIPAL FEEDBACK

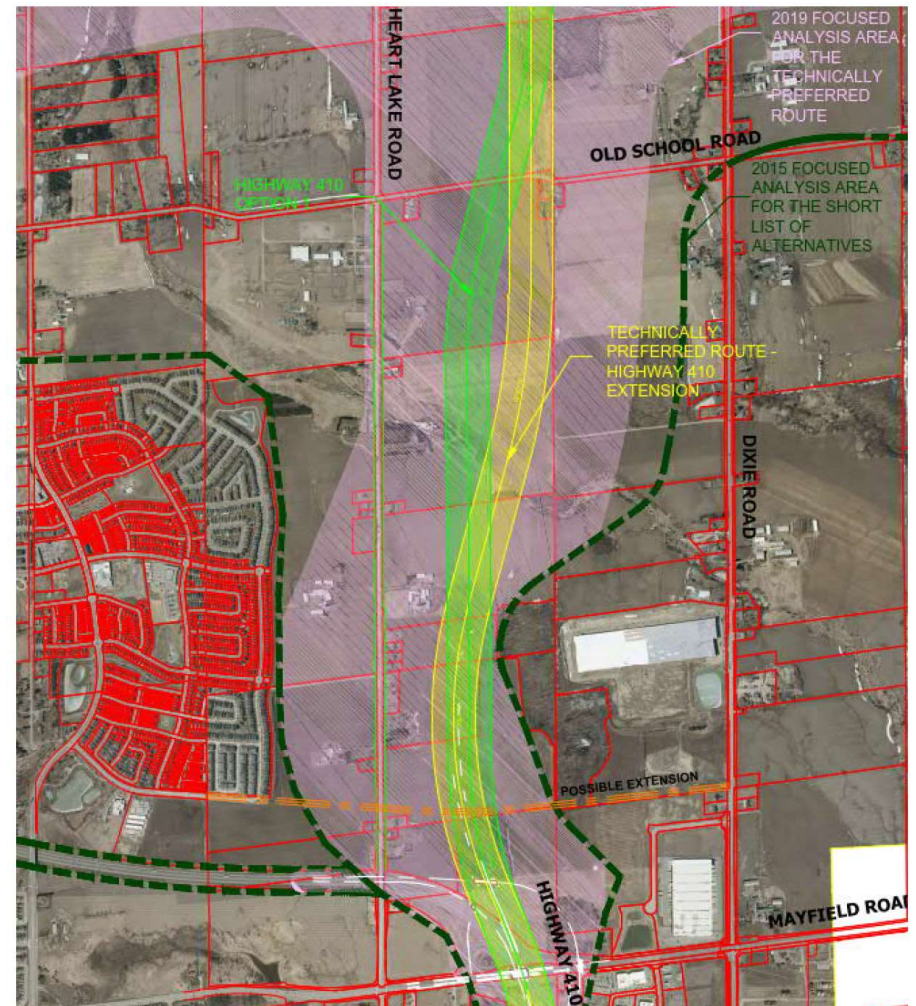
- Met with Town staff (May 22, 2020) and conversed offline to review the Highway 410 extension alternatives, discuss the advantages and disadvantages, and understand staff preference.
  - **Option 1:** Highway 410 shifted to the west, increases area of developable land, no realignment of Heart Lake Road.
  - **Option 2:** Highway 410 shifted to the west, maximizes area of developable land, no realignment of Heart Lake Road but Highway 410 would be constructed adjacent to Heart Lake Road.
  - **Option 3:** Highway 410 shifted to match Caledon's 10T Option, requires a realignment of Heart Lake Road outside of the draft 2019 FAA (realignment would require EA approval).



# PREFERRED HIGHWAY 410 EXTENSION

## Option 1 is Preferred:

- Highway 410 Extension shifted to the west.
- Increases area of developable lands east of Highway 410 while maintaining development opportunities between Highway 410 and Heart Lake Road.
- Protects for future east-west grade separated linkages between Mayfield Road and Old School Road.
- Protects for Abbotside Way and Dougall Avenue Extensions.
- Does not require a realignment of Heart Lake Road.
- Results in a higher skew crossing at Old School Road and one watercourse.





# GTA West

Planning with Vision | Planning for People



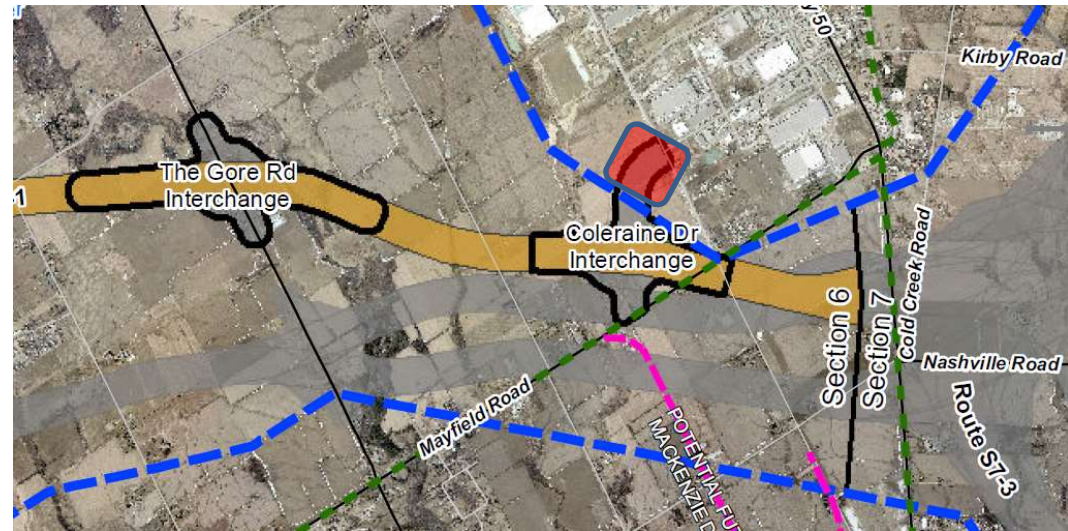
## Section 6





## DRAFT TECHNICALLY PREFERRED ROUTE (TPR)

- Interchange proposed at PIC #2 with extended Arterial Road A2 north of Mayfield Road, north to Coleraine Drive.
- Northern connection to Coleraine Drive is now precluded by a new development outside of the study area.
- GTA West Project Team is considering locations for a new interchange while working with municipal staff to balance benefits and impacts (e.g. ROPA 30 lands\*, SP47 lands, Highway 427 freeway to freeway ).





## COUNCIL ENDORSED MUNICIPAL FEEDBACK

- Town of Caledon staff report dated December 3, 2019 acknowledged that MTO will continue to work with municipalities to develop an interchange option around Coleraine Drive.
- City of Brampton endorsed the TPR through this section as it allows existing development to proceed outside the 2019 FAA through SP47 lands. Staff noted:
  - TPR generally lies within the Corridor Protection Area designated on Schedule (a) of the Highway 427 Industrial Secondary Plan and supports the planning of the employment lands in this area.
  - The relocated interchange at Coleraine Drive must provide a straightforward connection to future Arterial A2 while respecting environmental and other land use constraints in Brampton.



## COUNCIL ENDORSED MUNICIPAL FEEDBACK

- Peel Region provided 7 objectives for selecting a new Coleraine Drive interchange:
  - Minimize bisecting properties or creating unusable remnants.
  - The selected interchange option should be informed by a traffic analysis of the following configurations to minimize traffic impacts to the Regional and local road network:
    - An interchange configuration that provides access to and from the eastbound and westbound highway directions.
    - A partial interchange configuration.
    - A no interchange option.
  - Ensure access to existing and future employment lands in Brampton and Caledon.
  - Ensure interchange is located completely within the GTA West Study Area.
  - Minimize impacts to existing and planned infrastructure.
  - Minimize impacts to the natural environment.
  - Ensure option does not preclude a transit station and a pedestrian/cycling crossing of the highway.



## POST PIC #2 MUNICIPAL FEEDBACK

- Met with Peel/Caledon/Brampton/Mississauga staff (November 28, 2019 and June 9, 2020) and conversed offline to review options for the route and Coleraine Drive interchange, discuss the advantages and disadvantages, and understand staff preference.
  - In 2019:
    - 10 preliminary options were presented.
    - Town Staff did not indicate the need for a northern connection of Arterial Road A2 Extension or a northern leg of an interchange.
  - In 2020:
    - Caledon staff submitted R J Burnside report showing northern connection to interchange options including an interchange option at Humber Station Road with northern leg.
    - Town staff also requested a northern connection of Arterial Road A2 Extension and a northern leg of an interchange.
    - MTO developed 5 refined options that were presented to municipal staff
    - Peel/Caledon/Brampton/Mississauga staff committed to working together to try and reach a consensus on a preferred option.



# CONDITIONS AND CONSTRAINTS

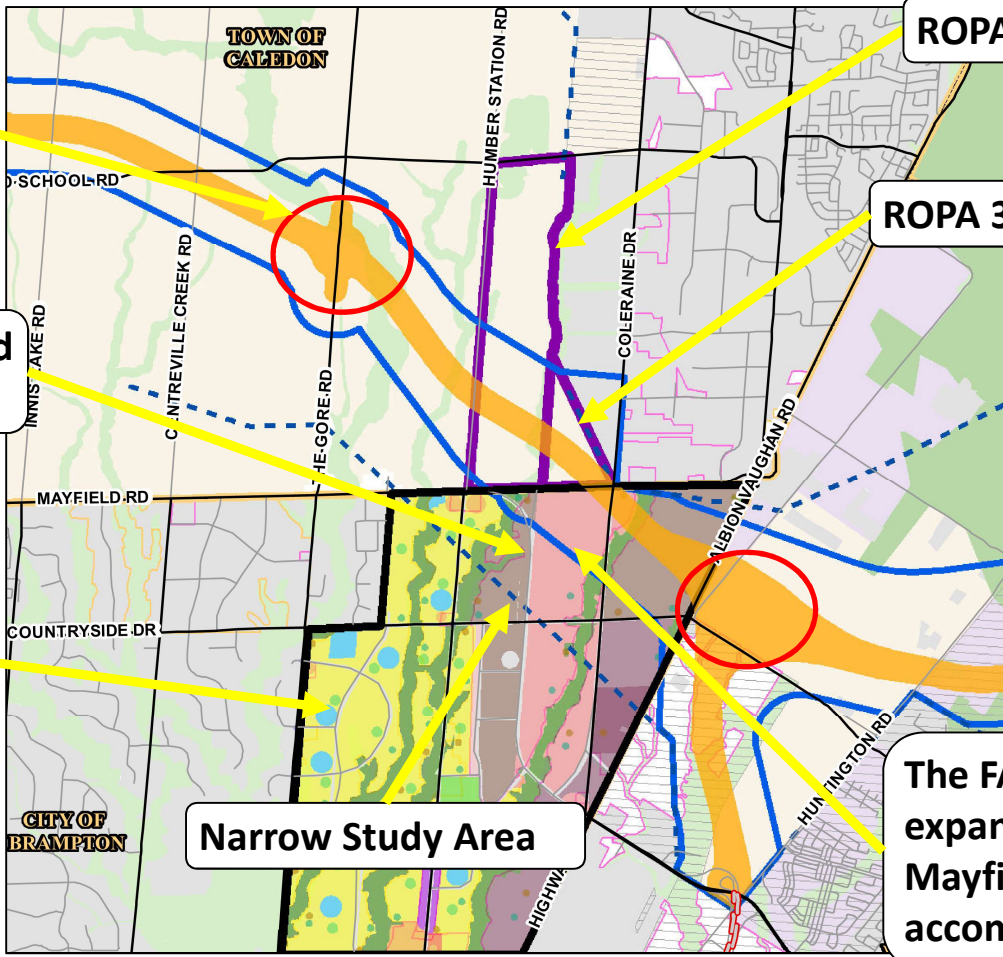
Approx. 4km between The Gore Road and Hwy 427 interchanges

ROPA 30 Option 6 Lands\*

Proposed Arterial Road A2 Extension

ROPA 30 Triangle Lands\*

Hwy 427 Industrial Secondary Plan SP47 Area



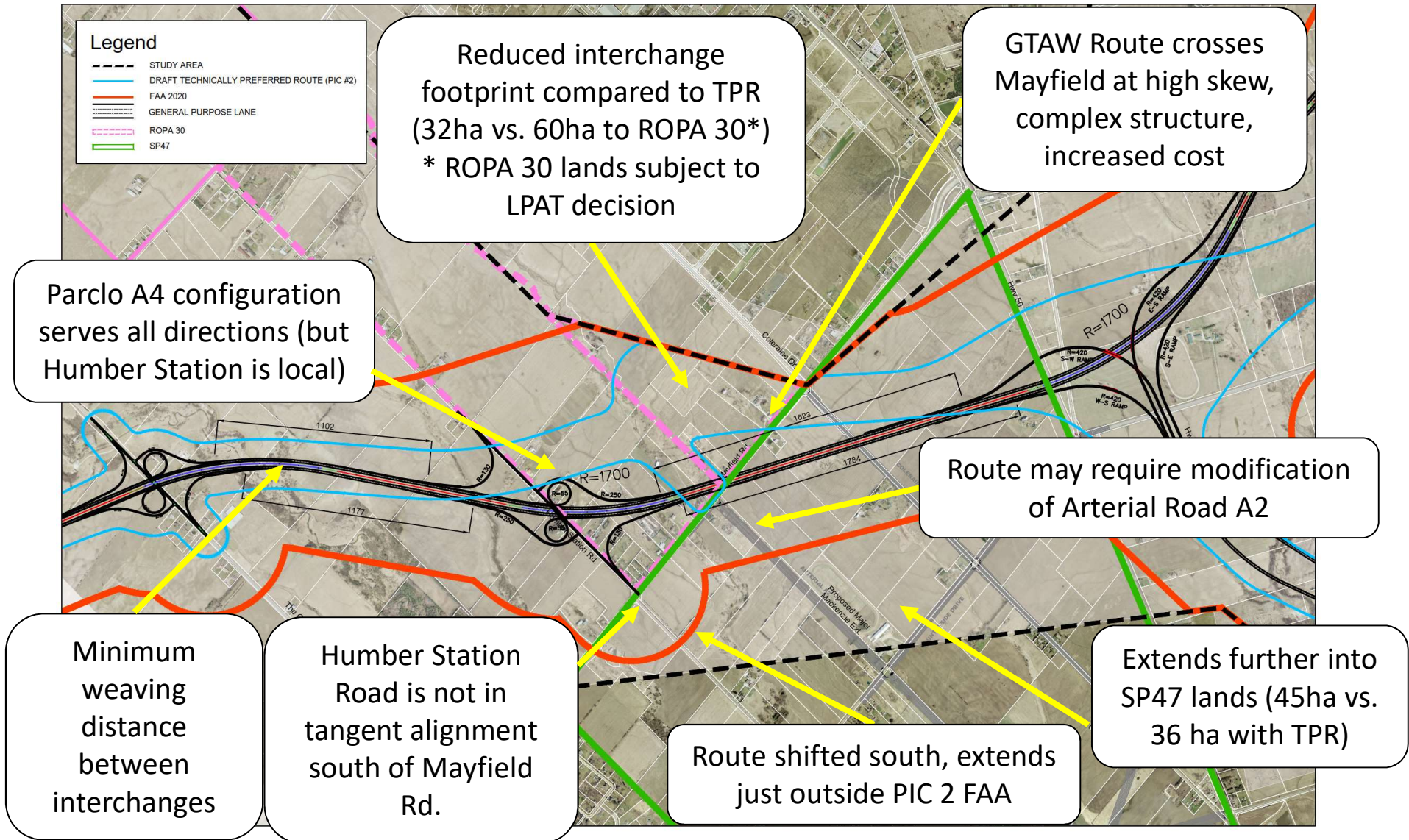
Narrow Study Area

The FAA may require expansion south of Mayfield Road to accommodate alternatives

\* ROPA 30 lands subject to LPAT decision

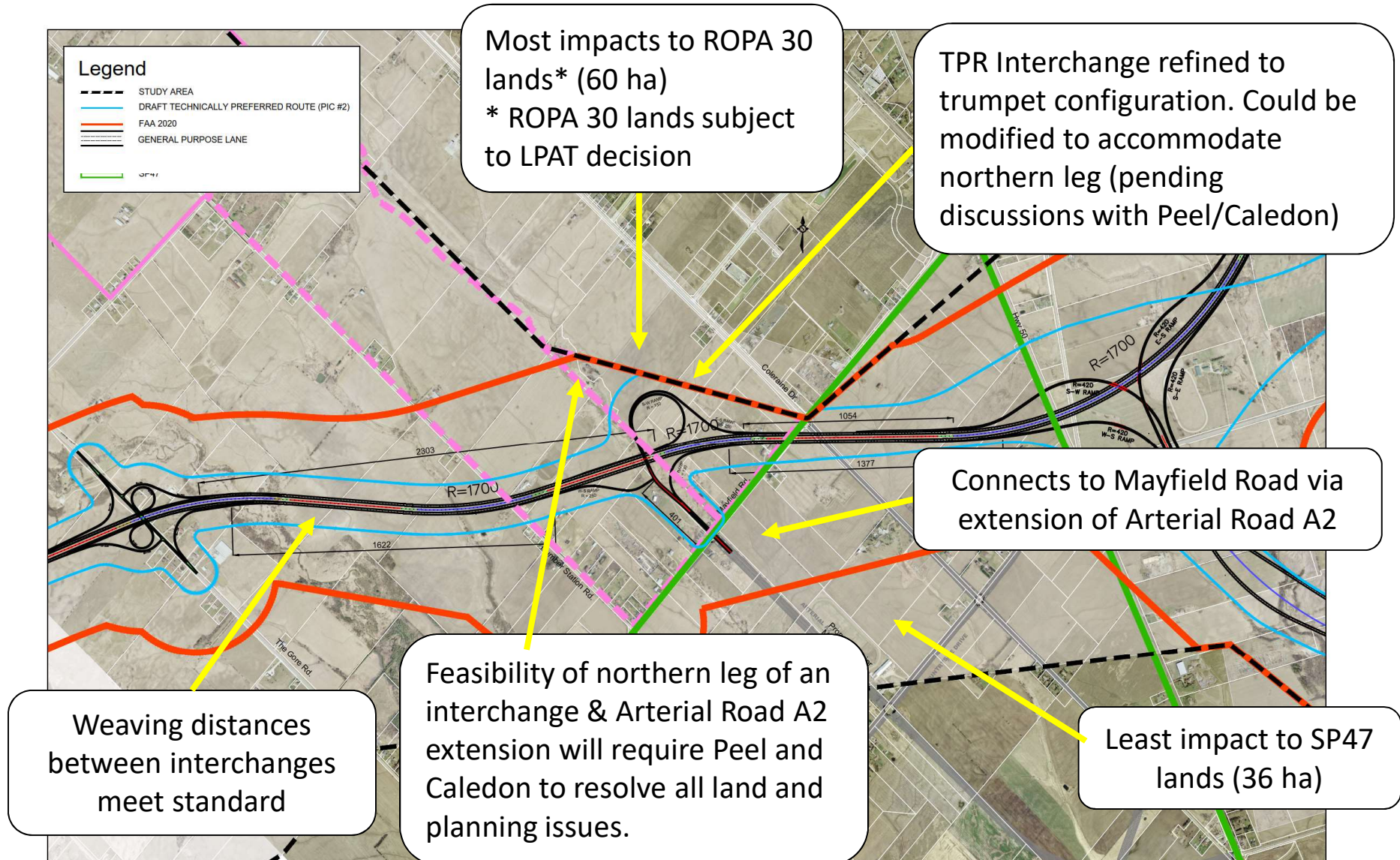


## OPTION 3: SHIFT ALIGNMENT SOUTH AND INTERCHANGE AT HUMBER STATION





## OPTION 5: TPR ALIGNMENT AND MODIFIED PIC 2 INTERCHANGE





# COMPARISON OF DEVELOPMENT LAND AREAS AFFECTED

Area	Option 3 South alignment/ Full IC at Humber Station	Option 5 TPR alignment/ Full IC at Arterial Road A2 (mod)
<b>ROPA 30 Lands*</b>	~ 32 ha	~ 60 ha
<b>SP47 Lands</b>	~ 45 ha	~ 36 ha

\* ROPA 30 lands subject to LPAT decision





## MUNICIPAL FEEDBACK ON NEW OPTIONS

- Caledon:
  - Staff support Option 5 (PIC #2 TPR with trumpet interchange north of Mayfield Road in line with their Major Mackenzie Drive Extension). Interchange to have provision for northern leg for connection to Bolton.
  - Staff's also prefers Option 3 (hybrid alignment with full Humber Station Road interchange and sufficient weaving distance to The Gore Road interchange)
- Brampton:
  - Staff also support both Option 3 and Option 5.



## CONFIRMING PREFERRED OPTION IN SECTION 6

- Objective is endorsement from Caledon Council on both Option 3 and Option 5.
- Peel/Caledon/Brampton/Mississauga staff continue to work together and reach a consensus on a preferred option in Section 6.
- Based on municipal staff input and final technical analysis, the GTA West Project Team will confirm the Preferred Route publicly along with the 2020 FAA (anticipated in July 2020).



**Next steps**



## NEXT STEPS

<p><b>Summer 2020</b></p>	<p>Confirm the Preferred Route and 2020 FAA</p> <p>Commence preliminary design of the Preferred Route, which includes:</p> <ul style="list-style-type: none"> <li>• Additional field investigations where permission to enter is granted</li> <li>• Consultation with property owners directly impacted by the Preferred Route</li> <li>• The Project Team will continue to work with stakeholders through preliminary design to refine the Preferred Plan to mitigate impact to developable lands and address other design inputs</li> </ul>
<p><b>Fall 2020 / Spring 2021</b></p>	<p>Develop Community Value Plans (the focus of Community Workshops #3 and #4)</p>
<p><b>Summer / Fall 2021</b></p>	<p>Meetings with Indigenous Communities, Advisory Groups and Regional Municipal Councils</p>
<p><b>Fall / Winter 2021</b></p>	<p>Present the preliminary design of the Preferred Route at PIC #3</p>
<p><b>Late 2022</b></p>	<p>Anticipated submission of Final Environmental Assessment Report to MECP</p>

\* Schedule is subject to change



Questions?



# Back-Up Slides

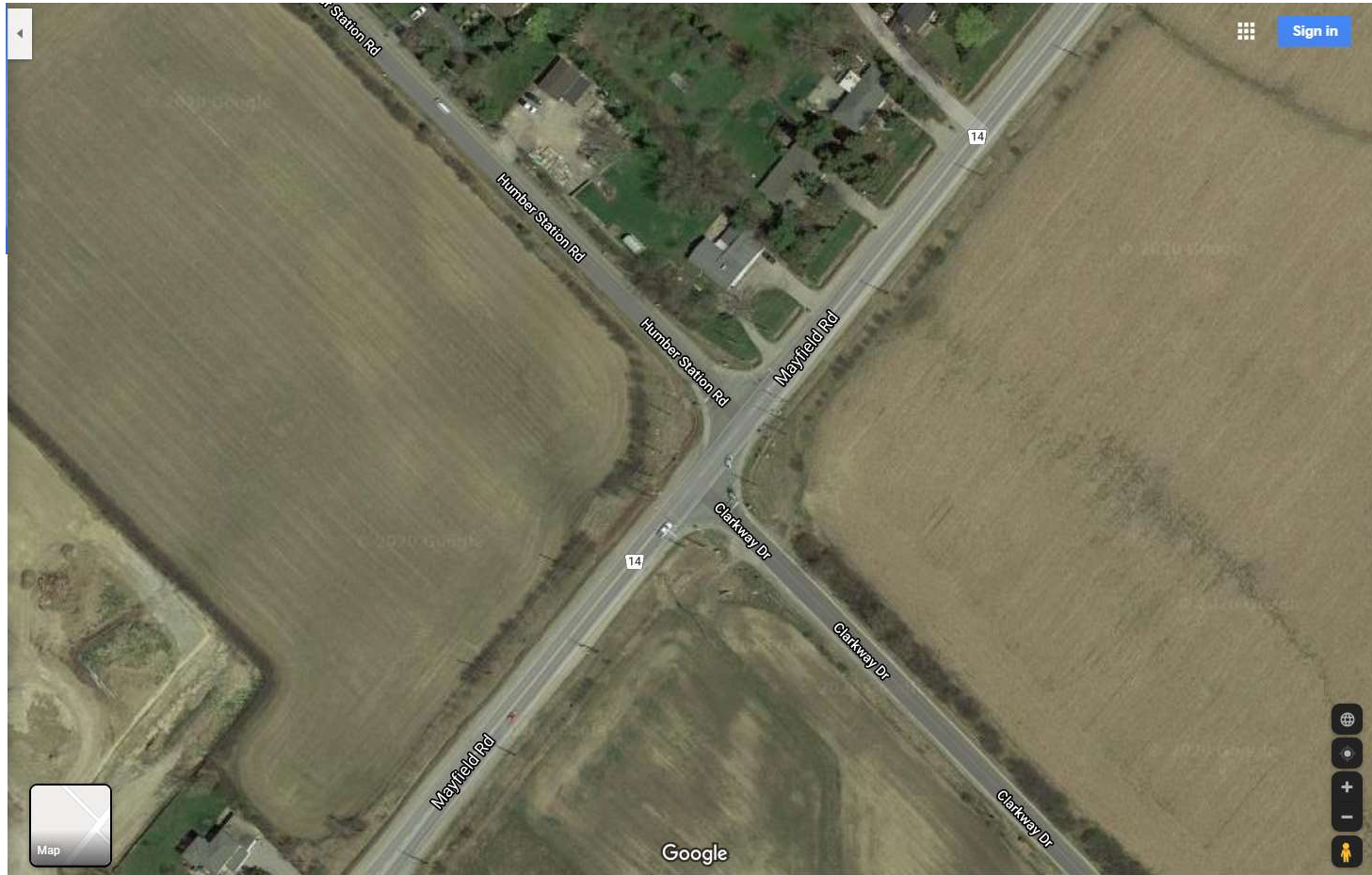


## COMPARISON TO PEEL REGION OBJECTIVES

#	Objective	Option 3 South alignment/ Full IC at Humber Station	Option 5 TPR alignment/ Full IC at Arterial Road A2 (mod)	
1.	Minimize bisecting properties or creating unusable remnants	All alternatives bisect properties to some degree, the alignment and interchange alternatives have different impacts on the ROPA 30 and SP47 lands. Feedback is requested from the municipalities to assess relative benefits/challenges.		
2.	Minimize traffic impacts to the Regional and local road network	✓	✓	
3.	Ensure access to existing and future employment lands in both the City of Brampton and Town of Caledon	✓	✓	
4.	Ensure interchange is located completely within the GTA West Route Planning Study Area	✓	✓	
5.	Minimize impacts to existing and planned infrastructure (Arterial Road A2)	✓	✓	
6.	Minimize impacts to the natural environment.	There is no significant difference between the alternatives		
7.	Plan for Transit and Pedestrians	✓	✓	23



# HUMBER STATION ROAD CONTINUITY CONSTRAINT







# A2 EXTENSION AND OPTION 5 INTERCHANGE

