



## Public Works

10 Peel Centre Dr.  
Suite B  
Brampton, ON  
L6T 4B9  
tel: 905-791-7800

[peelregion.ca](http://peelregion.ca)

July 22, 2020

Fahmi Choudhury  
Senior Project Engineer  
Ontario Ministry of Transportation  
Bldg D 4th Flr, 159 Sir William Hearst Ave,  
Toronto, ON M3M 0B7

### **Subject: GTA West Transportation Corridor Environmental Assessment – Coleraine Interchange Options**

Dear Mr. Fahmi Choudhury,

Regional staff appreciate the collaborative efforts undertaken to date to resolve matters associated with the Coleraine interchange and identify an alternative that serves the Region of Peel, Town of Caledon, and the City of Brampton's objectives.

As you are aware, the location, configuration, and geometry of the Coleraine interchange pose significant land use and transportation planning implications for the Region of Peel including impacts to Secondary Plan Area 47 in the City of Brampton, Bolton Residential Expansion Study (BRES) ROPA 30 lands (currently under appeal) in the Town of Caledon, and Provincially Significant Employment Zone 15 as well as the proposed Arterial Road A2 of the Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) Environmental Assessment.

Since the release of the Technically Preferred Route, Regional staff have taken a leadership role in assisting the Ministry to understand the land use, transportation, and environmental constraints and complexities in the Coleraine interchange area and facilitating sessions with the local municipalities to arrive at seven mutually agreed upon objectives for the interchange.

In efforts to continue this spirit of collaboration and inform the Preferred Option for the Coleraine interchange, Regional and local municipal staff have collectively reviewed the five interchange options presented by the Ministry of Transportation at the June 9th, 2020 meeting and worked together diligently and promptly to arrive at a consensus to support further study of two of the five options. Regional and local municipal staff have also identified additional information and analysis that should be taken into the consideration in the selection of the Preferred Option for the Coleraine Interchange.

Given the land use and transportation complexities in the Coleraine Interchange area, Regional staff will require council endorsement of these staff recommendations which is currently scheduled for late summer/early fall. It is our understanding that the GTA West Transportation Corridor Project team would like Regional staff to provide municipal comments on the five options prior to council endorsement. Regional staff are happy to provide the Ministry with a summary of Regional and local municipal staff



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comments (See appendix A) however it should be noted that the comments enclosed in this letter are from Regional staff, are currently draft and subject to change, are subject to endorsement by Region of Peel Council, and currently do not constitute the Region of Peel's position on this matter.

Regional staff appreciate the Ministry's engagement with Regional and local municipal staff to date and look forward to continued collaboration on resolving the matters associated with the Coleraine Interchange and the GTA West Transportation Corridor Environmental Assessment as a whole. Should you have any questions regarding the staff comments enclosed in this letter or require any further information, please contact Richa Dave at [Richa.Dave@peelregion.ca](mailto:Richa.Dave@peelregion.ca).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Terry Ricketts', with a long horizontal flourish extending to the right.

**Terry Ricketts**

Director, Transportation Division  
Region of Peel

Enclosure:

Appendix A - Summary of Regional and Local Municipal Comments on the 5 Coleraine Interchange Options Presented on June 9, 2020 (Subject to Council Endorsement)

**APPENDIX A – SUMMARY OF REGIONAL AND LOCAL MUNICIPAL COMMENTS ON THE 5 COLERAINE INTERCHANGE OPTIONS PRESENTED ON JUNE 9, 2020 (SUBJECT TO COUNCIL ENDORSEMENT)**

Ministry staff have evaluated the five options against five out of the seven objectives for the interchange endorsed by Regional Council on February 27, 2020. The two objectives not employed in the evaluation by MTO was “Minimize bisecting properties or creating unusable remnants” and “minimize impacts to the natural environment”. The rationale provided was that all options bisect properties to some degree and that there is no significant difference in terms of environmental impacts between the alternatives. Regional and local municipal staff continue to encourage MTO to complete the evaluation of the remaining two objectives as the magnitude of impacts vary from option to option.

According to MTO’s evaluation, Option 5 best met the Region’s objectives, followed by Option 3. In June, Regional and local municipal staff met to discuss the benefits and limitations of each of the five options and MTO’s evaluation:

- Regional and local municipal staff agreed that all of the partial interchange options would be undesirable as they would only provide access to and from one direction.
- Option 1 would not be desirable for the surrounding areas in Brampton and Caledon which are largely industrial, as the geometry is not conducive to goods movement.
- Considering the benefits and limitations of each option and the seven Regional Council endorsed objectives, Regional and local municipal staff agreed with MTO’s evaluation and recommend that further analysis of options 3 and 5 be conducted by MTO to determine the optimal location and geometry for the interchange.
- Caledon staff noted that Option 5 should be modified to accommodate a northerly connection.

**Option 3: Shifts alignment of the GTA West Transportation Corridor south with a full moves interchange at Humber Station**

The following are Regional and local municipal staff comments regarding Option 3 for the Ministry of Transportation’s consideration in the interchange selection process:

- Town of Caledon staff have expressed support for carrying forward Option 3 as it provides access to all directions and serves Bolton and the surrounding employment lands. Town staff have also indicated that Humber Station Road may need to be strengthened to cater to higher traffic volumes to better suit an interchange.
- City of Brampton staff indicated that while Option 5 is their preferred choice, they are also supportive of Option 3 provided further analysis is completed to more fully understand the impacts of shifting the interchange to Humber Station Road. Humber Station Road is currently a two lane roadway under the jurisdiction of the Town of Caledon which turns into Clarkway Drive south of Mayfield Road which is under the jurisdiction of the City of Brampton.
- Brampton staff have expressed concerns regarding the potential for the interchange at Humber Station Road to increase traffic on Clarkway Drive which is not compatible with Brampton’s plans for the roadway.
- Brampton staff have also indicated that Clarkway Drive will remain a two lane roadway and will retain a rural cross section in the part of the road north of the planned east-west arterial road in

Secondary Plan Area 47. The Secondary Plan for Area 47 re-designated Clarkway Drive as a Collector road (it had previously been classified as a Minor Arterial).

Ministry staff have confirmed that in an Option 3 scenario, the alignment of the GTA West Transportation Corridor will be elevated above the Mayfield Road and Arterial Road A2 intersection. As such, the pillars of the overhead structure may impact the exact location of the Mayfield and Arterial Road A2 intersection. Additional information is required from MTO on what the precise impacts are of this overhead structure.

### **Option 5: Maintain Technically Preferred Route alignment with a trumpet interchange connecting to Arterial Road A2**

The following are Regional and local municipal staff comments regarding Option 5 for the Ministry of Transportation's consideration in the interchange selection process:

- City of Brampton staff have identified Option 5 as their Preferred Option, as it best accommodates the City's plans for growth in Secondary Plan Area 47.
- Town of Caledon staff have expressed support for Option 5 however in order to serve Bolton and the surrounding employment lands, Town staff have expressed that it is imperative that Option 5 be modified to accommodate a northerly connection that is well integrated to the Town of Caledon's road network. This connection will serve Bolton's surrounding employment lands and future employment or residential growth.
- City of Brampton staff agree in principle with Caledon staff's contention that Option 5 must be modified to accommodate a northerly connection subject to the provision of additional information regarding routing, design, and operation.

MTO has confirmed Option 5 could be modified to accommodate a northerly connection to meet these goals, however the implementation and study of the northerly connection is outside of the scope for the GTA West Transportation Corridor EA and would have to be undertaken by the Town of Caledon and/or the Region of Peel.

Additional information is required on how MTO plans to accommodate this northerly connection. Regional and local municipal staff will engage in further discussions with respect to the feasibility for the northern connection itself however these discussions will continue beyond the confirmation of the Preferred Route and interchange locations.

The outcome of various ongoing land use planning matters such as the ROPA 30 LPAT appeal, consideration and implementation of the Provincial PSEZ designation and the Region's MCR process will affect the land use outcomes for the area which may influence the desirability and design of the northerly connection.

### **Additional Information and Analysis Required**

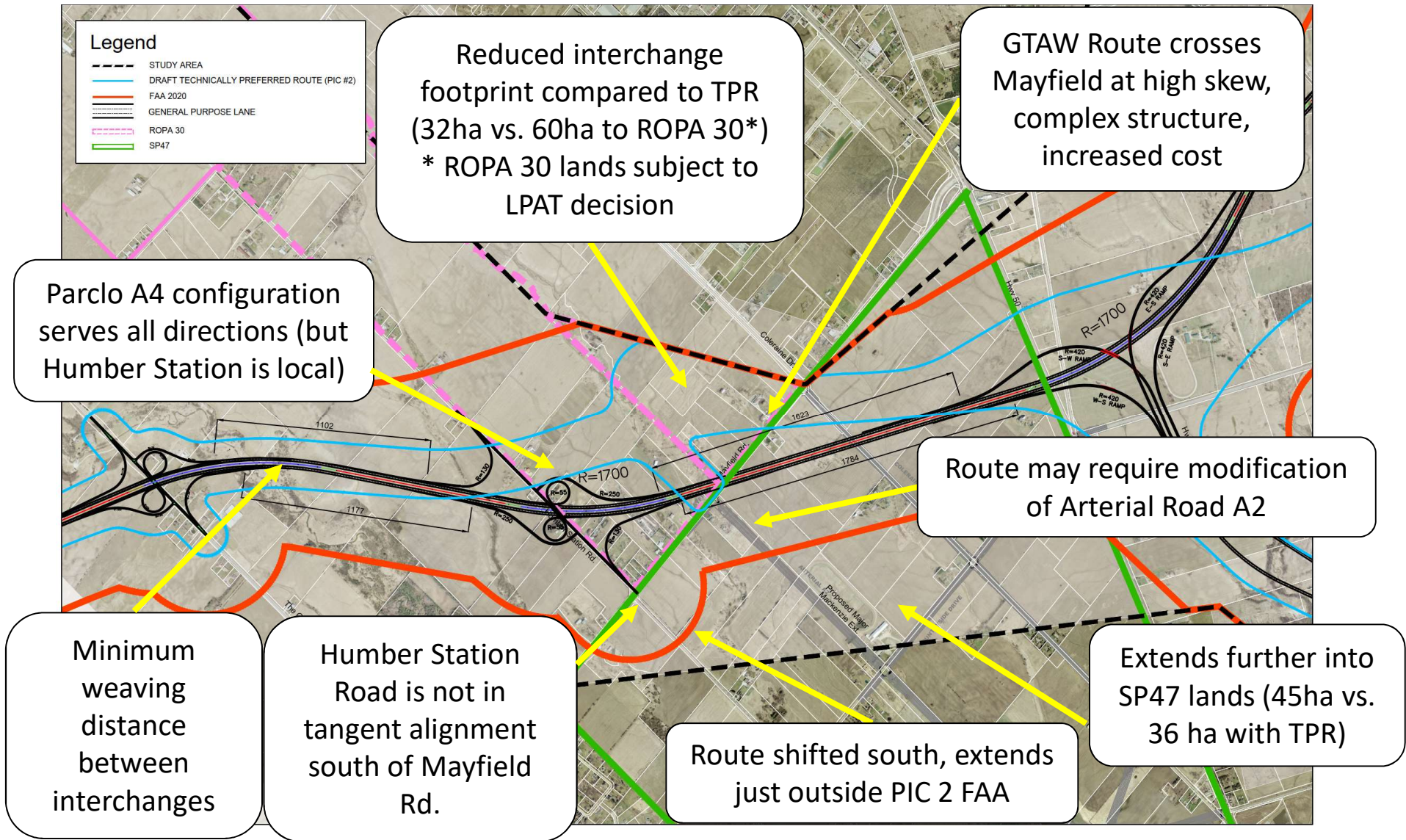
As identified, Regional staff have requested that MTO provide additional information and conduct further analysis to better understand the impacts of Options 3 and 5. The following information has been requested:

- That MTO conduct an analysis to clarify the environmental and property impacts for Options 3 and 5 which would better inform Regional and local municipal staff's understanding of how the options satisfy the remaining two objectives endorsed by Regional Council.
- That MTO conduct a traffic analysis on Options 3 and 5, particularly as it relates to understanding the impacts to the Regional and local municipal road networks.
- That MTO provide additional information on what the precise impacts are of Option 3 on the Mayfield Road and Arterial Road A2 intersection.
- That MTO provide additional information on how traffic generated by an interchange on Humber Station Road for Option 3 will be mitigated.
- That MTO provide additional information on how Option 5 can be modified to accommodate a possible future northerly connection.

At the time this letter was written, Ministry staff were aiming to confirm the Preferred Route for the corridor in the Summer of 2020. Based on discussions with MTO, Regional and local municipal staff expect that the area surrounding the Coleraine interchange options will be protected to allow for the opportunity to have further discussions until such time that a single preferred interchange option is selected. Should the Preferred Route not be confirmed by the time this letter is received by MTO, Regional staff would reiterate the request that MTO protect for both Option 3 and Option 5 that can accommodate a possible future northerly connection at minimum to facilitate further discussions and analysis.



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





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

