

October 15, 2009

Mr. Denis Kelly
Regional Clerk
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1



Resolution Number 2009-1002

REGIONAL CLERK
REGIONAL OFFICE

FILE No. - TRANS SERVICES

Subject: Peel-Highway 427 Extension Area Transportation Master Plan

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, October 8, 2009:

That the report of the Commissioner of Environment, Transportation and Planning Services, dated September 11, 2009, titled "Peel-Highway 427 Extension Area Transportation Master Plan" and the supporting technical study report having the same name, be received;

And further, that a copy of the subject report and study be forwarded to the City of Brampton, the City of Mississauga, the Town of Caledon, Metrolinx, the Ministry of Transportation, the Ministry of Energy and Infrastructure, the Ministry of the Environment, the Ministry of Municipal Affairs and Housing, the Region of York, and the City of Vaughan for their information;

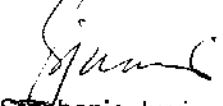
And further, that the Region of Peel, in consultation with the Town of Caledon, participate in Phases 3 and 4 of the Class Environmental Assessment Study managed by the City of Brampton, for the new arterial road (referred to as A2) recommended in the Peel-Highway 427 Extension Area Transportation Master Plan;

And further, that Regional staff be directed to work with staff of the City of Brampton and/or the Town of Caledon, to take appropriate actions to implement the recommendations outlined in the Peel-Highway 427 Extension Area Transportation Master Plan report;

And further, that Metrolinx be requested to expedite the provision of future inter-regional transit services, including GO Rail services to Bolton;

And further, that legal counsel for the Region be authorized to finalize the Ontario Municipal Board settlement of the C.G. Jain Investments Limited appeals (OMB File 0040020 and Z030142), in accordance with the Minutes of Settlement dated March 3, 2008, which were approved by Regional Council, In Camera, on May 8, 2008.

The above resolution and a copy of the report are provided for your information.


Stephanie Jurrius
Legislative Specialist
SJ:rm

c: Dan Labrecque, Commissioner of Environment, Transportation and Planning Services

Corporate Services

Office of the Regional Clerk

10 Peel Centre Dr., Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

DATE: September 11, 2009

SUBJECT: **PEEL-HIGHWAY 427 EXTENSION AREA TRANSPORTATION MASTER PLAN**

FROM: Dan Labrecque, Commissioner of Environment, Transportation
and Planning Services

RECOMMENDATION

That the report of the Commissioner of Environment, Transportation and Planning Services, dated September 11, 2009, titled "Peel-Highway 427 Extension Area Transportation Master Plan" and the supporting technical study report having the same name, be received;

And further, that a copy of the subject report and study be forwarded to the City of Brampton, the City of Mississauga, the Town of Caledon, Metrolinx, the Ministry of Transportation, the Ministry of Energy and Infrastructure, the Ministry of the Environment, the Ministry of Municipal Affairs and Housing, the Region of York, and the City of Vaughan for their information;

And further, that the Region of Peel, in consultation with the Town of Caledon, participate in Phases 3 and 4 of the Class Environmental Assessment Study managed by the City of Brampton, for the new arterial road (referred to as A2) recommended in the Peel-Highway 427 Extension Area Transportation Master Plan;

And further, that Regional staff be directed to work with staff of the City of Brampton and/or the Town of Caledon, to take appropriate actions to implement the recommendations outlined in the Peel-Highway 427 Extension Area Transportation Master Plan Report;

And further, that Metrolinx be requested to expedite the provision of future inter-regional transit services including GO Rail services to Bolton.

That legal counsel for the Region be authorized to finalize the Ontario Municipal Board settlement of the C.G. Jain Investments Limited appeals (OMB Files O040020 and Z030142) in accordance with the Minutes of Settlement dated March 3, 2008, which were approved by Regional Council, in camera on May 8, 2008

PEEL-HIGHWAY 427 EXTENSION AREA TRANSPORTATION MASTER PLAN**REPORT HIGHLIGHTS**

- The Peel-Highway 427 Extension Area Transportation Master Plan (TMP) was conducted by the Region of Peel, the City of Brampton and the Town of Caledon. The goals of the study were to carry out a comprehensive review of the future transportation improvement needs in Northeast Brampton and Southeast Caledon and to investigate the best ways to connect the municipal roads in the area with the planned extension of Highway 427.
- Extensive consultations with members of the public, stakeholders and government agencies in the study area – including the Ministry of Transportation of Ontario (MTO), York Region and the City of Vaughan – were undertaken as part of the study.
- A number of scenarios were evaluated as part of the study, including the improvement of existing roads/services and the construction of a new road.
- The preferred solution is a combination of improvements to existing roads/services and construction of a new arterial road to connect Mayfield Road with Major Mackenzie Drive (to form a continuous east-west arterial road) which leads to the Highway 427 extension. This new arterial road will serve significant interregional and provincial traffic.
- The planning and construction of the new arterial road will need to be coordinated with the extension of Highway 427 and Major Mackenzie Drive improvements within York Region.
- The analysis undertaken for the TMP shows that Highway 427 needs to be extended north of Major Mackenzie Drive to meet future transportation needs.

DISCUSSION**1. Background**

The MTO initiated the 427 Transportation Corridor Environmental Assessment (EA) in 2006 to determine the need for an extension of Highway 427, the location of its future terminus point, the route alignment and the number and location of interchanges with major arterial roads. MTO made no provision for formally considering new or realigned arterial connections as part of the Highway 427 EA, except in the context of considering terminus options (i.e., the connecting road where the Highway 427 extension stops). Therefore, in 2007, the Region of Peel, the City of Brampton and the Town of Caledon undertook the Highway 50 / Highway 427 Extension Area Arterial Network Study (ANS) to address the need for arterial road network improvements connecting to the potential Highway 427 Extension and to the municipal road network in York Region. The analysis undertaken for the ANS indicated that in order to serve the rapid growth projected for the Northeast Brampton and Southeast Caledon area, there is a need for Highway 427 to be extended to Major Mackenzie Drive or beyond in the short- to medium-term future. This finding was forwarded to MTO as input to the 427 Transportation Corridor EA. The MTO evaluation process confirmed that the preferred terminus option is at Major Mackenzie Drive.

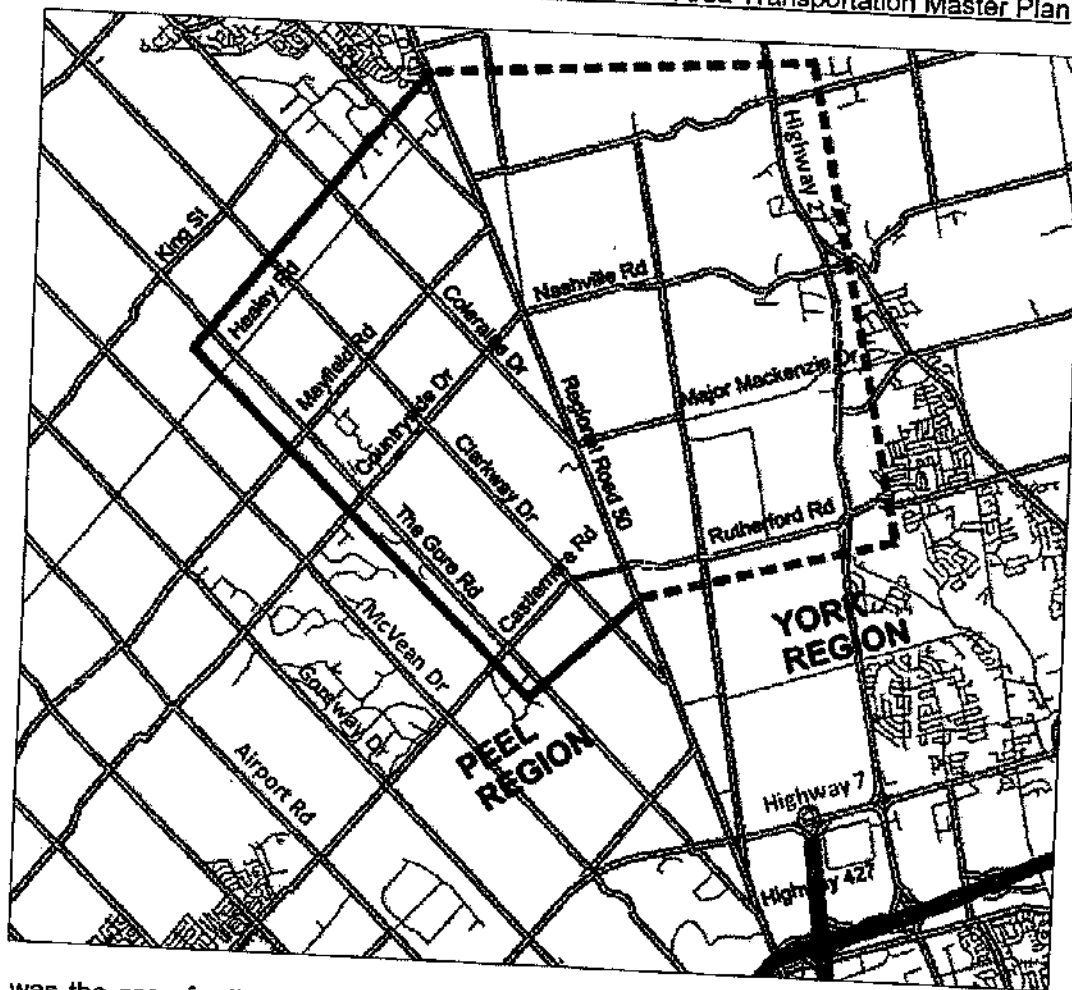
The next step in the planning process for the Region of Peel and its area municipalities was to initiate a TMP EA, which addresses the first two phases (out of a total of five phases) of the EA process. Therefore, in 2008, the Region of Peel, the City of Brampton and the Town of Caledon initiated the Peel-Highway 427 Extension Area TMP. The TMP extended the technical work of the ANS and included a comprehensive review of future transportation network needs and how best to connect arterial roads between the future Highway 427 extension and the municipal road system. The TMP examined the transportation network concepts and alternatives identified in the ANS in detail and recommended a preferred transportation network, including a new arterial road required to accommodate the

PEEL-HIGHWAY 427 EXTENSION AREA TRANSPORTATION MASTER PLAN

distribution of traffic to/from the Highway 427 extension. A summary of findings from the TMP can be found in the section below. In order to comply with the EA Master Plan process, Council approval of the TMP is needed before the recommendations can be acted on.

The study area is shown in Figure 1. The part of the study area that extends into York Region (the dashed red line) was included only for the consideration of transportation connections.

Figure 1 – Study Area of Peel-Highway 427 Extension Area Transportation Master Plan



As was the case for the ANS, the TMP was conducted with the extensive involvement of, and coordination with, staff from the MTO, the Region of York and the City of Vaughan in order to ensure the integration of transportation network planning in the study area. Furthermore, the TMP was carried out through an open public process in accordance with the requirements of Phases 1 and 2 of the Municipal Class EA. Two Public Information Centres for the TMP were held to engage with interested and affected individuals and organizations. The first Public Information Centre was held in April 2008 to present the purpose, opportunities, and challenges of the study. The second Public Information Centre was held in December 2008 to present the identified alternative solutions, evaluation process and the preferred solution. The executive summary of the TMP report can be found in Appendix I.

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Another transportation planning initiative being undertaken by MTO is the assessment of an east-west transportation corridor through Peel called the GTA West Transportation Corridor EA. This study is examining long-term transportation problems and opportunities in a preliminary study area stretching from the City of Guelph to the Highway 400 area. The study will examine the development of an integrated, multimodal transportation system that provides better linkages between the City of Guelph and the City of Vaughan. The study is ongoing and no preliminary findings were available at the time of this TMP. The analysis undertaken for the TMP, therefore, did not assume the existence of a future east-west corridor but maintained the flexibility to accommodate the longer term Provincial transportation, development, environmental, and sustainability objectives.

York Region has initiated an Individual EA for the area adjacent to the study area for the TMP in western Vaughan. The major objectives of York's EA study are to identify and evaluate long term road network solutions in the area to accommodate transportation demands, to integrate with the terminus and interchanges of the Highway 427 extension, and to recommend the best practical road network for the Western Vaughan area. Peel and York staff have coordinated their respective EA studies to ensure that the municipal road systems at the boundary of the two regions are integrated.

2. Findings

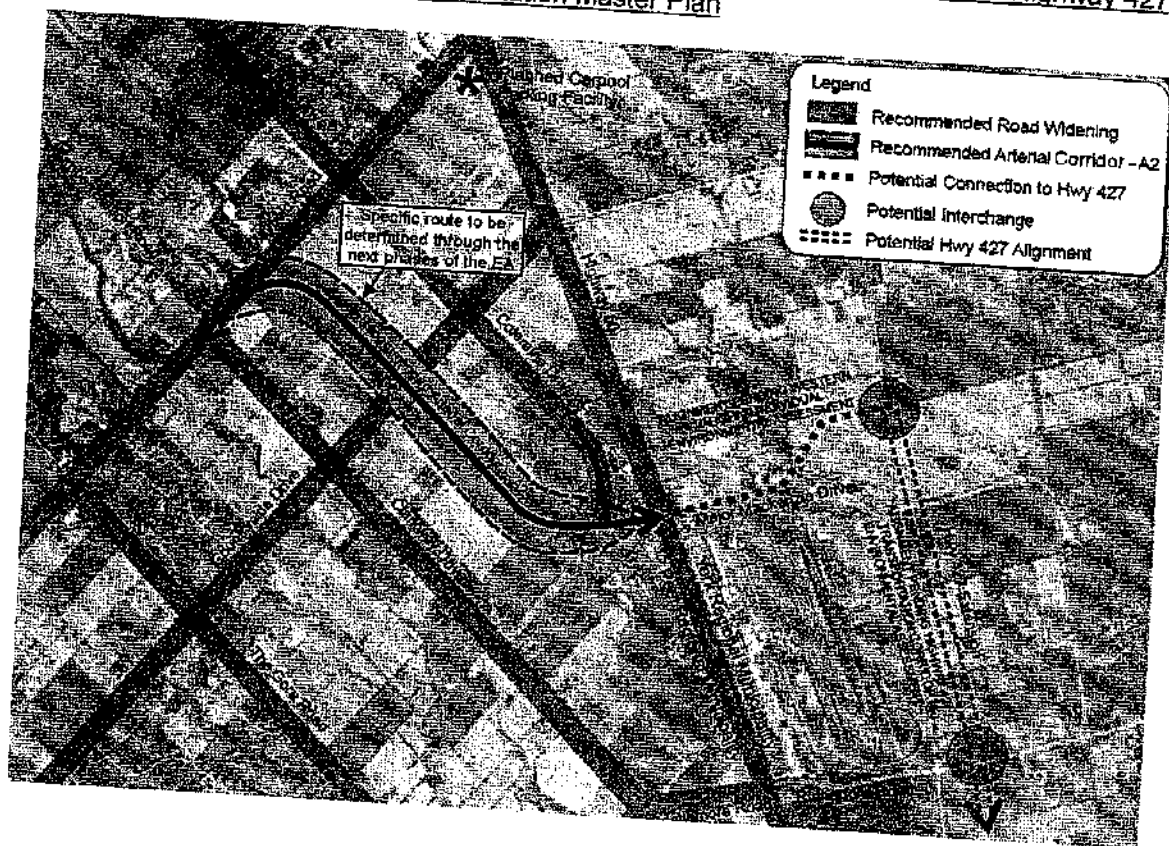
As mentioned above, the Peel-Highway 427 Extension Area TMP refined the transportation route alternatives identified in the Highway 50 / Highway 427 Extension Area ANS. These route alternatives, along with the business as usual scenario (including only currently planned/committed road improvements), were evaluated against the five criteria outlined in the conventional EA process: transportation performance, impact on the natural environment, impact on the socio-economic environment, economic impact, and cost. The evaluation considered several factors including road capacity, access to the Highway 427 extension and the support for future development.

The technical analysis showed that improving existing roads/services (i.e., road widenings, intersection/operational improvements, transit service improvements and travel demand management initiatives) will not be sufficient to address future transportation deficiencies. A combination of the improvement of existing roads/services and the construction of a new arterial corridor connecting Mayfield Road and Major Mackenzie Drive was identified as the preferred solution.

This new arterial corridor would provide a strategic link to better facilitate access to Highway 427 for traffic originating from or destined to Peel Region. It would provide a significant increase in road capacity required for both inter-regional and intra-regional traffic in both the east-west and the north-south directions. As well, it involves less Humber River tributary crossings than some alternatives and it has fewer property and dwelling impacts than others. Furthermore, this road would be well situated to serve the Secondary Plan 47 development in northeast Brampton. Moreover, it will have lower construction, property, and operations costs compared to other alternatives. Overall, this new arterial corridor will be a major road connecting two major Regional roads (Major Mackenzie Drive in York and Mayfield Road in Peel) to form a continuous route across both Regions. As well, it will handle provincial traffic to and from the Highway 427 extension. Also, it will serve significant goods movement needs due to its close proximity to the CP Vaughan Intermodal Terminal. A diagram that delineates the recommended road network improvement can be found in Figure 2. A wide band is shown along the recommended corridor and is intended to allow for alternative routes that will be examined in the subsequent EA process.

PEEL-HIGHWAY 427 EXTENSION AREA TRANSPORTATION MASTER PLAN

Figure 2 – Proposed road improvement network as recommended in the Peel-Highway 427 Extension Area Transportation Master Plan



3. Proposed Direction

In order to serve the rapid growth forecast for the eastern Peel area, the following transportation strategies are recommended in the TMP:

- Widen existing roads, including Mayfield Road, Countryside Drive, Castlemore Road, Highway 50, Coleraine Drive and The Gore Road;
- Construct a new arterial road between Clarkway Drive and Coleraine Drive to connect Mayfield Road with Major Mackenzie Drive as a continuous east-west arterial road;
- Improve transit service in the area;
- Continue to promote travel demand management initiatives in the area;
- Construct the proposed carpool lot at the southwest corner of Mayfield Road and Highway 50; and
- Construct the proposed Bolton Arterial Road in Caledon.

Staff recommend that the improvements listed above be implemented through phases 3, 4 and 5 in the EA process. It is important that the implementation of improvements be coordinated with road improvements in York Region. For example, the widening of Castlemore Road and the construction of the new arterial road in Peel Region should be coordinated with York's road improvement plans for Rutherford Road and Major Mackenzie Drive. Similarly, Peel and York Regions' road improvements should be coordinated with the

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opening of the extension of Highway 427 to ensure proper integration of the transportation network.

Further, the Region of Peel, in consultation with the Town of Caledon, will assign staff to participate in Phases 3 and 4 of the EA study for the new arterial road. In order to provide effective input and participation to ensure that the role and function of this new road be maintained as a major arterial road for interregional traffic movement between Peel and York and provincial traffic travelling to and from the Highway 427 extension, we would recommend that the City of Brampton, as project lead of this EA study, form a steering committee to oversee the EA study where Region of Peel and Town of Caledon will be members of this steering committee. Meanwhile, steps will need to be taken by the Region of Peel and the City of Brampton in their Official Plan processes to protect the corridor required for the new arterial road. Also, staff recommend that the jurisdiction of this new arterial road be determined through the road review conducted by the Arterial Road Review Ad hoc Steering Committee (ARRASC). As a backgrounder, under the direction of Peel Regional Council and ARRASC, Peel and its area municipalities are currently initiating the Arterial Road Rationalization Review Phase 2 to investigate and assess the jurisdictional options of the major arterial roads network in Peel Region identified in Phase 1. Staff recommend that the new arterial road be added into the consideration of this exercise. This review is expected to be completed by mid-2010.

Coleraine Drive in Brampton will have to be developed as an extension of the Bolton Arterial Road (BAR) in Caledon. This will allow north-south traffic from the BAR in Caledon to connect with the new Highway 427 Extension and Highway 50. Staff recommend that Brampton proceed with improvements to Coleraine Drive as part of their capital planning process.

In addition, the TMP identified that a study needs to be initiated to plan for a further northerly extension of Highway 427 beyond Major Mackenzie Drive in the long term. Previous studies have identified the need for Highway 427 to be extended to Highway 9 and beyond to serve long term transportation needs in the Region of Peel.

4. ONTARIO MUNICIPAL BOARD SETTLEMENT"

On May 8, 2008 Regional Council approved Minutes of Settlement dated March 3, 2008 relating to OMB appeals by C.G. Jain Investments Limited (OMB Files O040020 and Z030142). These appeals relate to the proposed development of a temple and a community facility at 7905 Mayfield Road in the City of Brampton. The Minutes of Settlement were contingent upon Regional and Brampton City Councils both considering the recommendations of the Transportation Master Plan that is the subject of this report and determining a preferred alternative for the arterial road network in the vicinity of the Jain lands that does not adversely affect the settlement. Both Brampton and Regional staff are satisfied that the preferred alternative recommended in the Master Plan does not adversely affect the proposed OMB settlement of the Jain appeals. The OMB has scheduled November 20, 2009 for the settlement to be presented to the OMB. Staff are therefore recommending that Regional Council authorize the Region's legal counsel to finalize the settlement of the Jain OMB appeals in accordance with the approved Minutes of Settlement.

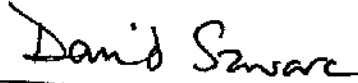
September 11, 2009 ETP-C4 -7-

PEEL-HIGHWAY 427 EXTENSION AREA TRANSPORTATION MASTER PLAN



Dan Labrecque
Commissioner of Environment,
Transportation and Planning Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact

Tom AppaRao at extension 4100 or via email at tom.apparao@peelregion.ca

Authored By: Murray McLeod and Eric Chan

c. Legislative Services

P-09-33

APPENDIX I
September 3, 2009
PEEL-HIGHWAY 427 EXTENSION AREA TRANSPORTATION
MASTER PLAN EXECUTIVE SUMMARY



**Region of Peel, City of Brampton, and
Town of Caledon**

**Peel-Highway 427 Extension Area
Transportation Master Plan
Executive Summary**

York - Peel Boundary

July 2009

iTRANS Project Team

Principal / Project Manager	Ray Bacquie, P.Eng, AVS
Senior Engineer	Suzette Shiu, P.Eng
Technical Support	Nathalie Baudais, P.Eng. Matthew McCumber, E.I.T.

EXECUTIVE SUMMARY

A. Introduction

The Ministry of Transportation initiated the Environmental Assessment (EA) of the 427 Transportation Corridors in the fall of 2006. The EA study terms of reference (TOR) provides for the possibility of extending Highway 427 to a point somewhere south of the Green Belt and Oak Ridges Moraine.

This Study is intended to clarify roadway requirements to serve the future needs within the Region of Peel in proximity to the future extension of Highway 427. It will identify any appropriate new road links required to accommodate distribution of traffic to/from the Highway 427 extension and planned development in the adjacent area, while maintaining flexibility to accommodate longer term Provincial transportation, development, environmental, and sustainability objectives.

The study area will focus on the area bounded by Castlemore Road, Highway 50, The Gore Road, and Healey Road (north of Mayfield Road) but the analysis area also includes the area east of Highway 50, bounded by Rutherford Road, Highway 27, and Healey Road.

The main objective of this study is to identify and evaluate inter-municipal long-term road network solutions in terms of the accommodation of transportation demands and logical connections to Highway 427 from the Region of Peel.

B. Existing Conditions

Transportation Conditions

Both the Region of Peel and York Region road networks reflect a grid of arterial roads. The City of Brampton, Town of Caledon, and City of Vaughan also have collector or rural concession roads that contribute to the road grid. The orientation of the road grid is not consistent between the two regions. As a result, east-west arterials are *not well aligned* between the two regions. The spacing of the east-west arterial and collector roads along the boundary reflect historical concession spacing and are not sufficient to accommodate transportation servicing of future urban development.

The primary inter-regional transit service in the study area is a GO Transit bus route that includes service to Bolton, Nobleton, Kleinburg, and Malton GO train Station via Highway 50, King Road West, and Highway 27. There is limited existing regional transit service in the study area.

Natural Environment

The Toronto and Region Conservation Authority (TRCA) has responsibility for the assessment and management of environmental impacts within the study area.

TRCA has the following Areas of Interest within the study area: Regulated Areas (regulation limit, crest of slope, meander belt, regulatory flood plain, regulated wetlands and watercourses), TRCA Program and Policy Areas (aquatic species and habitat, aquifers and hydrogeological features, terrestrial natural heritage strategy and terrestrial species and habitat), and Provincial and Federal Program Areas (areas of natural and scientific interest and greenbelt).

In order to investigate these issues, an inventory of natural heritage features was initiated. The analysis of the existing natural environment is based on a review of secondary information available from the Ministry of Natural Resources (MNR), the Toronto and Region Conservation Authority (TRCA), the Regional Municipality of York, the Regional Municipality of Peel, the City of Vaughan, the City of Brampton and the Ontario Ministry of Transportation.

While information was collected within the broader study area, the focus of the assessment is within the primary study area, within Peel Region (Highway 50 to The Gore Road and Castlemore Road to Healey Road), as this is the area where transportation solutions are being contemplated.

The study area lies primarily within the Humber River watershed. Watercourses located within the study area that directly support warmwater (primarily small riverine warmwater) fish habitat.

There are no designated natural areas (Environmentally Significant Areas, Areas of Natural and Scientific Interest, or Evaluated Wetlands) located within the primary study area (area where improvements are being considered). Greenbelt Designations exist within the northwest portion of the study area extending south from Healey Road to Mayfield Road immediately east of The Gore Road.

Economic Environment

The greater part of the study area is undeveloped but designated for urban development in the Growth Plan. The area currently consists of agricultural land, estate residential, and pockets of industrial development. Other notable features include hydro corridors, a TransCanada Pipeline corridor, zone estate areas (south Bolton to Brampton), golf courses, and the CP Intermodal Terminal. The CP Intermodal Terminal has impacted the feasible alignments of a Highway 427 extension and will limit modifications to the alignment of Major Mackenzie Drive.

The village of Bolton is the most populated community in the Town of Caledon. The urban expansion of south Bolton lies in part within the northern portion of the study area. Recent industrial development has occurred in south Bolton adjacent to existing farmland.

The Brampton Secondary Plan Area 47 is approximately bounded by Mayfield Road to the north, Highway 50 to the east, The Gore Road to the west and Castlemore Road to the south.

The City of Brampton is initiating the planning process for future development in this area. However, individual development applications have come forward in advance of the secondary plan process. Currently the proposed JAIN development is located at the southwest quadrant of Mayfield Road and Clarkway Drive. Within south Bolton, industrial development is continuing to proceed. Town of Caledon Council has introduced growth management strategies for residential development in south Bolton.

Social / Cultural Heritage Environment

The study area comprises parts of former Township of Toronto Gore and the Township of Albion. The Villages of Castlemore, Coleraine, Wildfield, and Tormore within the Township of Gore, now City of Brampton, had settlements beginning in the 1820's to 1860's. Each community had a post office and local businesses.

Designated sites within the primary study area include:

- Kennedy-O'Reilly Farm (7905 Mayfield Road) – Designated (pending).
- St. Patrick's Roman Catholic Church and Cemetery (11873 The Gore Road) – Designated (pending).
- Philip Eagon Farmhouse (11873 The Gore Road) – Designated (pending).

A number of sites within the study area have been listed as having heritage value or interest, but have not been designated. There is a concentration of heritage sites in the Wildfield community in the vicinity of the Mayfield Road and The Gore Road.

As documented in the Highway 427 Transportation Corridor EA TOR, the Humber River is designated a Canadian Heritage River. The Humber watershed has provided a home for Aboriginal peoples and European settlers during the past 12,000 years.

C. Needs Assessment

Projected Travel Demand

The Places to Grow Plan identifies land use growth targets for Central Ontario. In order to assess the implications of provincial policy, traffic forecasts were generated using the model developed for the York-Peel Boundary Area Transportation Study, updated to reflect the Places to Grow growth targets and planned network improvements. The findings confirmed that there is sufficient demand in the Highway 427 corridor to justify an extension of Highway 427 to Major Mackenzie Drive and beyond by 2021.

The orientation of travel within and through the study area reflects the commuter patterns of the region. Predominant flows are from the northwest to the southeast in the morning with the reverse movements in the evening. This reflects the prominence of residential uses in the north and west of the study area generating morning trips destined to the employment areas in Toronto, the Airport area in Mississauga and industry in southern York Region.

The demands indicate high volumes from both North Brampton and from Bolton and communities to the north.

Modal Objectives

It is acknowledged that all jurisdictions within the analysis area favour a multimodal approach to transportation planning. Transit, walking, cycling, ridesharing, and telecommuting are part of the transportation strategies of York and Peel Regions and the area municipalities in the study area. Opportunities include connections to transit within the 427 corridor and connections to planned transit initiatives including Acceleride and Viva, and can build on the concepts developed in the 2003 BATS report.

These modes alone will not address the capacity and accessibility needs for the developing areas of Brampton, Caledon and Vaughan within the study area. Municipal road network improvements within Peel will be required. However, future network configurations can take advantage of opportunities to encourage transit and alternative modes of travel and support travel demands necessary for growth. This would include efficient east-west connections to an extended Highway 427 and a network grid to allow efficient transit operations.

Problem and Opportunity Statement

Recognizing the changing nature of land uses and the road infrastructure within the study area, there is a need to identify the opportunities to improve the transportation road network, as well as to integrate the improvement plans from Peel, Brampton and Caledon with the planning process for the Highway 427 extension. The study is intended to integrate Peel Municipal Infrastructure with the proposed improvements in York Region for Seamless inter-regional travel.

The improvements will provide for the following principles endorsed by the councils of the Region of Peel, City of Brampton and Town of Caledon:

- The transportation network will accommodate travel demand serving commuter traffic and goods movement, and more generally by being efficiently oriented in relation to primary origin-destination flows.
- The transportation network will minimize impacts on the natural, socio-economic and cultural environment.
- The transportation network will support the intended role and function of the roads and provide logical links to the provincial highway network.
- The transportation network will be efficient and allow for safe operations including the development of desirable intersection spacing and configurations.
- The transportation network will support future development in a logical manner.
- The transportation network will allow for logical and efficient staging of implementation.
- The transportation network will be cost effective.

D. Recommendations**Recommendations for Non-auto Travel Modes**

Future inter-regional transit in the study area may include a new GO Rail service between Bolton and Union Station as proposed in the *Region of Peel Official Plan (2005)* and as project #15 in the regional rapid transit program, *MoveOntario 2020 (June 2007)*. This project is proposed in the Regional Transportation Plan produced by Metrolinx.

An important future inter-regional transit connection is to the Highway 427 rapid transit corridor. The ongoing 427 Transportation Corridor EA includes the identification and protection of a 60 metre transit right-of-way and transit stations to be located along the west side of the proposed freeway extension. Expansion of regional transit service should be considered for any newly widened corridor and new or realigned road links in the study area, including: a Bus Rapid Transit corridor on Castlemore Road and primary transit corridors on Mayfield Road, The Gore Road and Highway 50.

Construction is expected for a new carpool and transit parking lot complete with a bus transit terminal at the southwest corner of the Highway 50 and Mayfield Road intersection. The parking lot will serve carpoolers and transit riders with planned transit service by GO Transit and potentially by municipal and regional transit in the future.

As part of the transportation strategy, the implementation of the transportation system will include pedestrian and bicycle accommodation as defined by the *Brampton Pathways Routing Plan (2006)* and the *Vaughan Bicycle and Pedestrian Master Plan Study (2007)*. These plans proposed networks of on and off-road cycling facilities and multi-use trails as well as recommended route and facility planning and design guidelines.

Recommended Road Infrastructure in Peel

Based on the technical analysis and evaluation, it is recommended that road network improvements include a combination of road widenings and the provision of a new arterial road connection from Highway 50 at Major Mackenzie Drive to Mayfield Road as shown in **Exhibit ES.1**. These recommended improvements are consistent with the recommendations of Brampton's Draft Transportation and Transit Master Plan Update. Additionally, through the City's Secondary Plan process, the recommended arterial connections will be complemented by a new collector road system.

The new arterial connector road, identified as Alternative A2, is the recommended connection between Mayfield Road at Clarkway Drive and Highway 50 at Major Mackenzie Drive. The preferred alignment Alternative A2 is midblock between Clarkway Drive and Coleraine Drive. A more precise alignment of this route will be determined in subsequent stages of the EA process.

The new arterial road will connect between major regional arterial roads in Peel (Mayfield Road) and York (Major Mackenzie Drive) to form a continuous route across both Regions. It will handle Provincial traffic to and from the 427 Highway Extension. Traffic volumes are expected to be as high as 2,500 vehicles per hour in the morning peak period and truck volumes could represent 10 to 20 percent of the total vehicular traffic, given the proximity to the CP Vaughan Intermodal Terminal. In addition, the new connector arterial will provide a north-south spine for the Secondary Plan Area 47 in Brampton, serving the employment lands in that development.

It is recognized that the long term objective the Region of Peel, City of Brampton, and Town of Caledon is for a further extension of the Highway 427, given the need demonstrated in previous analyses. The new arterial corridor A2 will serve as a major east-west major arterial road for the inter-regional traffic commuting between Peel and York. With any future extension of Highway 427 beyond Major Mackenzie Drive, the new arterial corridor A2 will also serve as a north-south link accommodating growth in south Bolton and serving as part of the major road grid for Brampton Secondary Plan Area 47. The Brampton Secondary Plan Area 47 is part of the City's urban boundary and accommodates growth required to meet the provincial Growth Plan targets.

Phase 3 and 4 EA studies will be required for each corridor identified in order to develop the preferred design (alignment, profile, cross-section, structure requirements) and mitigation. For corridors identified as widenings, it is possible that the Phase 3 and 4 EA studies may identify realignments of the road to address site specific environmental impacts.

The alignment and design of each corridor will incorporate design features that recognize and minimize impact to Regulated Areas (regulation limit, crest of slope, meander belt, regulatory flood plain, regulated wetlands, watercourses), TRCA Program and Policy Areas (aquatic species and habitat, aquifers and hydrogeological features, the Terrestrial Natural Heritage Strategy, and terrestrial species and habitat) and the Greenbelt. The alignment and design of each corridor will have regard for and mitigate impacts to economic (existing land uses, businesses, residences, institutional uses) and social / cultural heritage features.

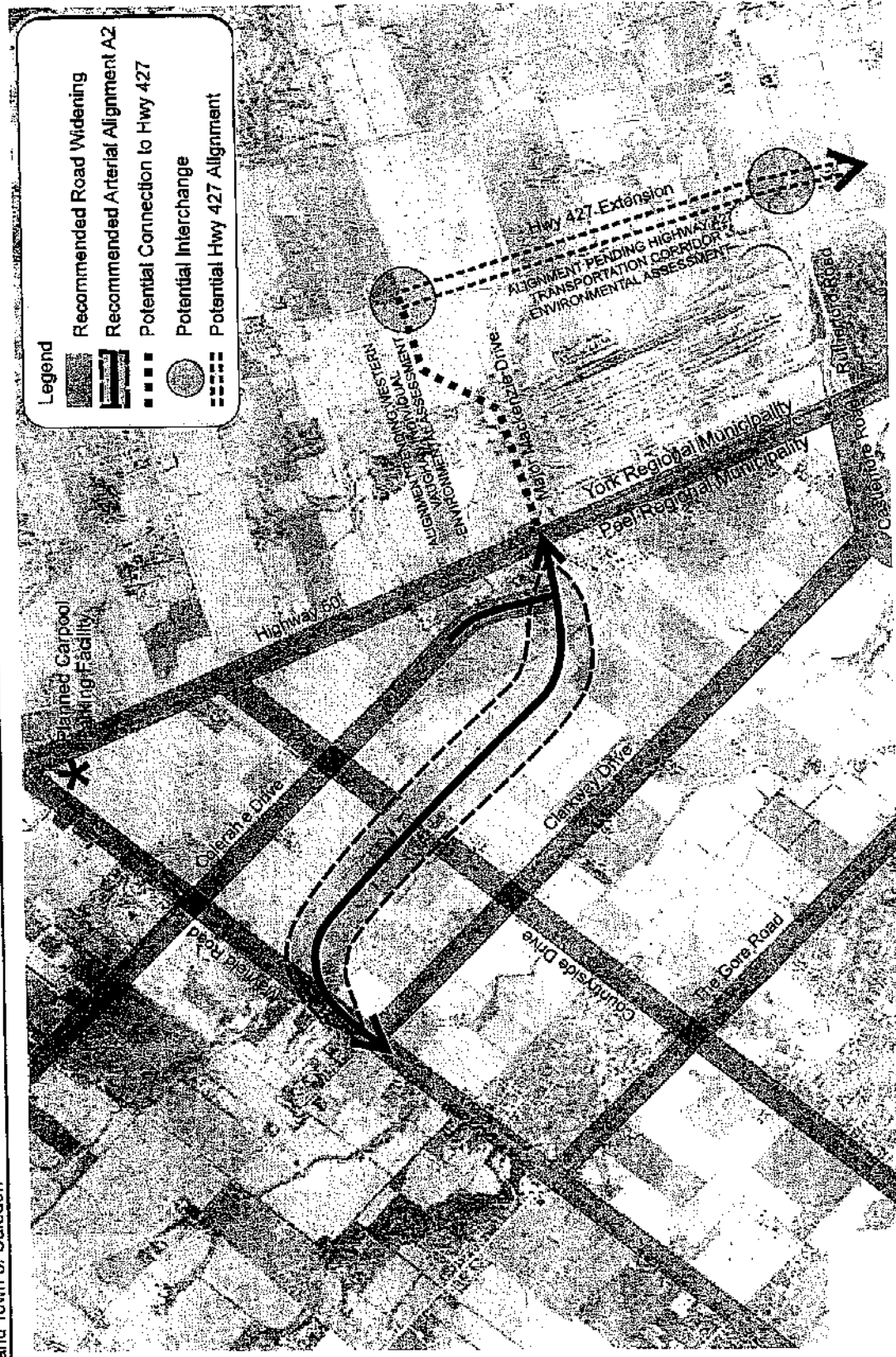
The timing of the proposed improvements within the study area is summarized in Table ES.1

Recommendations for Other Infrastructure

Other study findings and consultation with representatives of participating municipalities and the Ministry of Transportation have led to the following recommendations:

- The extension of Highway 427 as a freeway is warranted to at least Major Mackenzie Drive by 2021 and beyond Major Mackenzie Drive by 2031 based on the findings of the *Highway 50/427 Extension Area Arterial Road Network Study, October 2007*. It is acknowledged that previous studies showed that further extensions of Highway 427 demonstrated the need for Highway 427 to north of Highway 9. ***It is recommended that planning of a further extension of Highway 427 beyond Major Mackenzie Drive be initiated.***

- There is a need for a coordinated approach by Peel, York and MTO to resolve network connections and discontinuities in the vicinity of the York-Peel boundary area north of Castlemore Road / Rutherford Road within the short term (in time to accommodate demands associated with the opening of the Highway 427 extension). *Widenings of the Rutherford Road and Major Mackenzie Drive between Highway 50 and Highway 427 should be coordinated between MTO, Peel and York for the opening of the Highway 427 extension.*
- There are a number of feasible opportunities to improve inter-regional network connectivity. The following network alternatives are seen as appropriate to carry forward for further consideration:
 - The alignment of Countryside Drive-Nashville Road be reconfigured to improve their angle of intersection with Highway 50
 - The development of a major east-west road system including roads south of Cadetta Road (coordinated with the existing traffic signals at Fast Freight access), south of Countryside Drive, and south of Mayfield road
 - The provision of the north-south major roads east and west of Clarkway Drive



Note: Through the City's Secondary Plan process, the recommended arterial connections will be complemented by a new collector road system.

Table ES.1: Recommended Network Improvements

Corridor	Road Section	Current Configuration	Needs by 2014 (assumed Hwy 427 opening)	Needs by 2021	Needs by 2031
North-South Roads					
The Gore Road	Healey to Mayfield	2	2	2	2**
	Mayfield to Countryside	2	4*	4*	4*
	Countryside to Castlemore	2	4	4	6
Clarkway Drive - Humber Station Road	Healey to Mayfield	2	2	2	2
	Mayfield to Countryside	2	4 (SP47)	4 (SP47)	4 (SP47)
	Countryside to Castlemore	2	4 (SP47)	4 (SP47)	4 (SP47)
Coleraine Drive	Healey to Mayfield	2	4	4	4
	Mayfield to Countryside	2	4	4	4
	Countryside to Major Mackenzie	2	4	4	4
Highway 50	Healey to Mayfield	4	4	4	4
	Mayfield to Countryside	4	6	6	6
	Countryside to Major Mackenzie	4	6	6	6
	Major Mackenzie to Castlemore	4	6	6	6
Albion-Vaughan Road	Queens Gate to Mayfield	2	2	4	4
East-West Roads					
Mayfield – Major Mac Link	Highway 50 to Coleraine	0	4	6	6
	Coleraine to Countryside	0	4	4	4
	Countryside to Mayfield	0	4	4	4
Castlemore Road	The Gore to Clarkway	4	6	6	6
	Clarkway to Highway 50	4	6	6	6
Countryside Drive	The Gore to Clarkway	2	4*	4*	4*
	Clarkway to Coleraine	2	4*	4*	4*
	Coleraine to Highway 50	2	4*	4*	4*
Mayfield Road	The Gore to Clarkway	2	4	4	6
	Clarkway to New Link	2	4	4	6
	New Link to Highway 50	2	4*	4*	4*
Healey Road	The Gore to Clarkway	2	2	2	2
	Clarkway to Coleraine	2	2	2	2
	Coleraine to Highway 50	2	2	2	2

* - This section was identified as needed prior to 2014 in ESR (Without Mayfield – Major Mackenzie Link)

** - Widening was identified as needed prior to 2031 in ESR (Without Mayfield – Major Mackenzie Link)
(SP 47) – The timing to be confirmed through the planning for Brampton Secondary Plan Area 47

Next Steps

To implement the recommendations of this study, the Region of Peel, City of Brampton and Town of Caledon will undertake the following steps:

1. **Initiate Brampton Secondary Plan Area 47 Transportation Study** – The City of Brampton in consultation with the Region of Peel will determine the local area network in Area 47 to complement the recommended major arterial connections. Substantive completion of Secondary Plan Area 47 component studies will provide critical input to the subsequent EA studies for the road improvements in the area, including Alternative A2.
2. **Initiate Phase 3 and 4 Class EA Study for Alternative A2** – This EA should be undertaken in a timely manner by the appropriate municipalities. The jurisdiction for the new road would be established following the current review of road jurisdiction being conducted in the Region. The EA study of Alternative A2 will be fully coordinated with York Region's Western Vaughan IEA, SP 47 and individual road EAs. This study will include determination of the location and configuration of intersections with Mayfield Road, Highway 50, Major Mackenzie Drive and Coleraine Drive. It will address the realignment of Coleraine Drive to intersect with the Alternative A2 connector road and protect for a future role of the Alternative A2 alignment as a major north-south road within the Secondary Plan Area 47.
3. **Initiate Road Widening Class EA Studies** – The Municipalities will proceed with Phase 3 and 4 Environmental Assessment Studies for the road widening corridors. Two Regional EAs are already in progress: Mayfield Road from Airport Road to Coleraine Drive and Highway 50 from Castlemore Road to Mayfield Road. The EA studies will reflect the time horizons identified through this study and other on-going initiatives including: the Region of Peel Development Charges background analysis, City of Brampton Transportation and Transit Master Plan (TTMP), Brampton Secondary Plan Area 47 Transportation Study, and the Caledon Transportation Needs Study Update.
4. **Monitor and Participate in the West Vaughan IEA Study** – The Region of Peel, City of Brampton and Town of Caledon will provide input as a stakeholder and commenting agency to the West Vaughan IEA. This participation will specifically include input to the future alignment of Major Mackenzie Drive and the location and configuration of its intersection with Highway 50, the timing of the widening of Major Mackenzie, and efforts to minimize impacts of the alignment of Major Mackenzie Drive on land uses in Peel and the operation of the transportation network in Peel.