



BRAMPTON
Flower City

REGIONAL CLERK'S OFFICE

FILE No. - P07

34461801

Corporate Services

Council and Administrative Services

July 11, 2011

Mr. Jin Wang
Provincial & Environmental Planning Office
Ontario Ministry of Transportation
301 St. Paul Street, 2nd Floor
St. Catharines, ON L2R 7R4

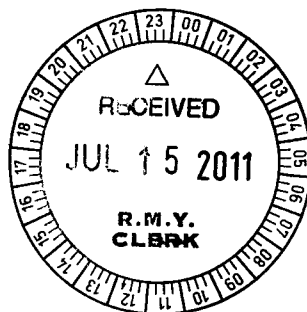
Mr. Neil Ahmed
McCormick Rankin Corporation
2655 North Sheridan Way, #300
Mississauga, ON L5K 2P8

Re: MTO GTA-West Corridor Environmental Assessment (EA) – Response to Draft Transportation Development (File N01)

The following recommendation of the Planning, Design and Development Committee Meeting of June 13, 2011 was approved by Council on June 22, 2011:

- PDD120-2011
1. That the report from H. Zbogar, Manager, Long Range Transportation Planning, and D. Kuperman, Transportation Policy Planner, Planning, Design and Development, dated May 18, 2011, to the Planning, Design and Development Committee Meeting of June 13, 2011, re: **MTO GTA-West Corridor Environmental Assessment (EA) – Response to Draft Transportation Development (File N01)** be received; and,
 2. That staff's comments to MTO on the GTA West Corridor EA Transportation Development Strategy, appended to the staff report, be endorsed as Brampton's official response to the Ministry of Transportation on this matter, in particular:
 - a) That the Province move expeditiously to allocate the necessary funding to proceed with Stage 2 of the EA;
 - b) That MTO expedite the GTA West EA process to advance to Stage 2 as soon as feasible, recognizing the current state of development and transportation planning for areas in North West Brampton (SP 52 and 53, and including the HPBATS corridor) and the Highway 427 Industrial Area (SP 47), that fall within the GTA West Preliminary Route Planning Study Area;

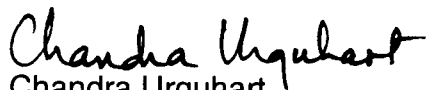
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- c) That given the near term development proceeding in west and east Brampton, the Province be requested to expedite that component of Stage 2 that includes corridor planning in designated urban areas of Brampton, including scoping down the Route Planning Study Area as soon as possible;
 - d) That MTO participate in Brampton land use and transportation planning studies for those areas of the municipality potentially affected by the GTA West EA, with the intent of refining the limits of corridor protection areas and facilitating approval of secondary plans, potentially prior to the completion of the GTA West EA;
 - e) Recognizing that EA completion and construction of a GTA West Corridor facility is many years away and that there are transportation demands on the provincial highway network that require immediate attention, that MTO and Metrolinx expedite other highway and transit improvements to provide necessary capacity and congestion relief, including widening of highways 410 and 401, extension of Highway 427, implementation of transitways, GO rail improvements, and Hurontario and Queen rapid transit improvements;
 - f) That the area at the north end of Highway 410 in Brampton within the Countryside Villages Secondary Plan (SP 48) be removed from the Preliminary Route Planning Study Area, since Highway 410 has been constructed and the adjacent lands are within an industrial Draft Plan of Subdivision.
3. That staff continue to participate in negotiations to finalize a Memorandum of Understanding with Peel Region, Halton Region, and Town of Halton Hills to implement the HPBATS recommendations, and proceed with development of a work plan to facilitate planning for the Halton-Peel Freeway; and,
4. These comments also be circulated for information to Region of Peel, Region of Halton, Region of York, City of Mississauga, Town of Halton Hills, Town of Milton, and Metrolinx; and,

5. That the delegation of Mr. Jin Wang, Project Coordinator, Ontario Ministry of Transportation and Mr. Neil Ahmed, Project Manager, McCormick Rankin Corporation, to the Planning, Design and Development Committee Meeting of June 13, 2011, re: **GTA West Corridor Environmental Assessment - Draft Transportation Development Strategy**, be received.

Yours truly,



Chandra Urquhart
Legislative Coordinator
City Clerk's Office
Tel: 905-874-2116 Fax: 905-874-2119
e-mail: chandra.urquhart@brampton.ca

(PDD/E1/G4)

cc: J. Corbett, Commissioner, Planning, Design and Development
T. Mulligan, Commissioner, Works and Transportation
A. Smith, Director, Planning Policy and Growth Management
M. Won, Director, Engineering and Development Services
H. Zbogor, Manager, Long Range Transportation Planning
D. Kuperman, Transportation Policy Planner, Planning, Design and Development
C. Reid, Regional Clerk, Region of Peel, 10 Peel Centre Drive, Suite A, 5th Floor
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Suite 600, Toronto, M5J 2W3



BRAMPTON

Flower City

G4-1

Report

Planning, Design and
Development Committee

Committee of the Council of
The Corporation of the City of Brampton

Date: May 18, 2011

PLANNING, DESIGN & DEVELOPMENT COMMITTEE

File: N01 GTAW

DATE: June 13, 2011

Subject: Status Report
MTO GTA-West Corridor EA – Response to Draft Transportation
Development Strategy

Contact: Henrik Zbogor, Manager, Long Range Transportation Planning (x43553)

OVERVIEW:

- This report provides an information update and seeks direction for staff to submit to the province comments in response to the GTA West Corridor Environmental Assessment Transportation Development Strategy Draft for Consultation.
- As part of the conclusion of Stage 1 of the GTA West Corridor Environmental Assessment, the Province released its draft Transportation Development Strategy (TDS) Report on March 7, 2011, documenting the assessment and evaluation of transportation system alternatives and recommending a preferred alternative to be carried forward to Stage 2 (detailed route planning).
- The Draft TDS recommends a Preliminary Route Planning Study Area that combines two of the alternatives evaluated during Stage 1
- The Ministry of Transportation is being asked to recognize the advanced stage of development plans in three areas within the Preliminary Route Planning Study Area (Secondary Plan Area 47, Northwest Brampton, and Countryside Villages), and to coordinate route planning with City staff in a way that aligns with City objectives.
- The Halton Peel Freeway identified in the Halton Peel Boundary Area Transportation Study (HPBATS) is included within the Preliminary Route Planning Study Area.

RECOMMENDATIONS:

1. **THAT** the report from Henrik Zbogor, Manager, Long Range Transportation Planning, Planning Design & Development, dated May 18, 2011, to the Planning Design & Development Committee Meeting of June 13, 2011, re: **Status Report: MTO GTA West Corridor EA – Response to Draft Transportation Development Strategy**, be received;
2. **THAT** staff's comments to MTO on the GTA West Corridor EA Transportation Development Strategy, appended hereto, be endorsed as Brampton's official response to the Ministry of Transportation on this matter, in particular:
 - a) That the Province move expeditiously to allocate the necessary funding to proceed with Stage 2 of the EA;
 - b) That MTO expedite the GTA West EA process to advance to Stage 2 as soon as feasible, recognizing the current state of development and transportation planning for areas in North West Brampton (SP 52 and 53, and including the HPBATS corridor) and the Highway 427 Industrial Area (SP 47), that fall within the GTA West Preliminary Route Planning Study Area;
 - c) That given the near term development proceeding in west and east Brampton, the Province be requested to expedite that component of Stage 2 that includes corridor planning in designated urban areas of Brampton, including scoping down the Route Planning Study Area as soon as possible;
 - d) That MTO participate in Brampton land use and transportation planning studies for those areas of the municipality potentially affected by the GTA West EA, with the intent of refining the limits of corridor protection areas and facilitating approval of secondary plans, potentially prior to the completion of the GTA West EA;
 - e) Recognizing that EA completion and construction of a GTA West Corridor facility is many years away and that there are transportation demands on the provincial highway network that require immediate attention, that MTO and Metrolinx expedite other highway and transit improvements to provide necessary capacity and congestion relief, including widening of highways 410 and 401, extension of Highway 427, implementation of transitways, GO rail improvements, and Hurontario and Queen rapid transit improvements;

- f) That the area at the north end of Highway 410 in Brampton within the Countryside Villages Secondary Plan (SP 48) be removed from the Preliminary Route Planning Study Area, since Highway 410 has been constructed and the adjacent lands are within an industrial Draft Plan of Subdivision.
3. **THAT** staff continue to participate in negotiations to finalize a Memorandum of Understanding with Peel Region, Halton Region, and Town of Halton Hills to implement the HPBATS recommendations, and proceed with development of a work plan to facilitate planning for the Halton-Peel Freeway.
4. **THAT** these comments also be circulated for information to Region of Peel, Region of Halton, Region of York, City of Mississauga, Town of Halton Hills, Town of Milton, and Metrolinx.

BACKGROUND:

The GTA West Corridor Environmental Assessment (EA) was initiated by the Ministry of Transportation (MTO) in January 2007 to consider the alternatives for a new corridor and/or other transportation improvements from Highway 400 west toward Guelph and including the Halton-Peel Boundary Area Transportation Study (HPBATS) area. The study area includes the Urban Growth Centres of Downtown Milton, Downtown Brampton, Vaughan Metropolitan Centre, and Downtown Guelph. The transportation strategy is also meant to serve new industrial growth areas such as the City's SP 47 Area in northeast Brampton.

PDD Committee/Council received a delegation from MTO and their consultant on April 16, 2007, at study initiation. Subsequent delegations were received in January 2010 and June 2010 from MTO and their consultant, who provided updates on the GTA West Corridor Planning and EA and Stage1 Draft Transportation Development Strategy, in progress.

MTO presented the GTA West Corridor Planning and EA Stage 1 alternatives for public review and comment at PIC #4 in June 2010, hosted at venues throughout the Study Area, including the Snelgrove Community Centre in Brampton on June 22.

During the course of the Stage 1 work, Council also approved the Halton Peel Boundary Area Transportation Study (HPBATS), in Spring 2010.

CURRENT SITUATION:

The GTA West project team has collected comments throughout Stage 1 of the EA by way of four public information centres and five Municipal Advisory Group (MAG) meetings, and is now seeking final comments on the Draft Transportation Development Strategy Report which was released in early March 2011.

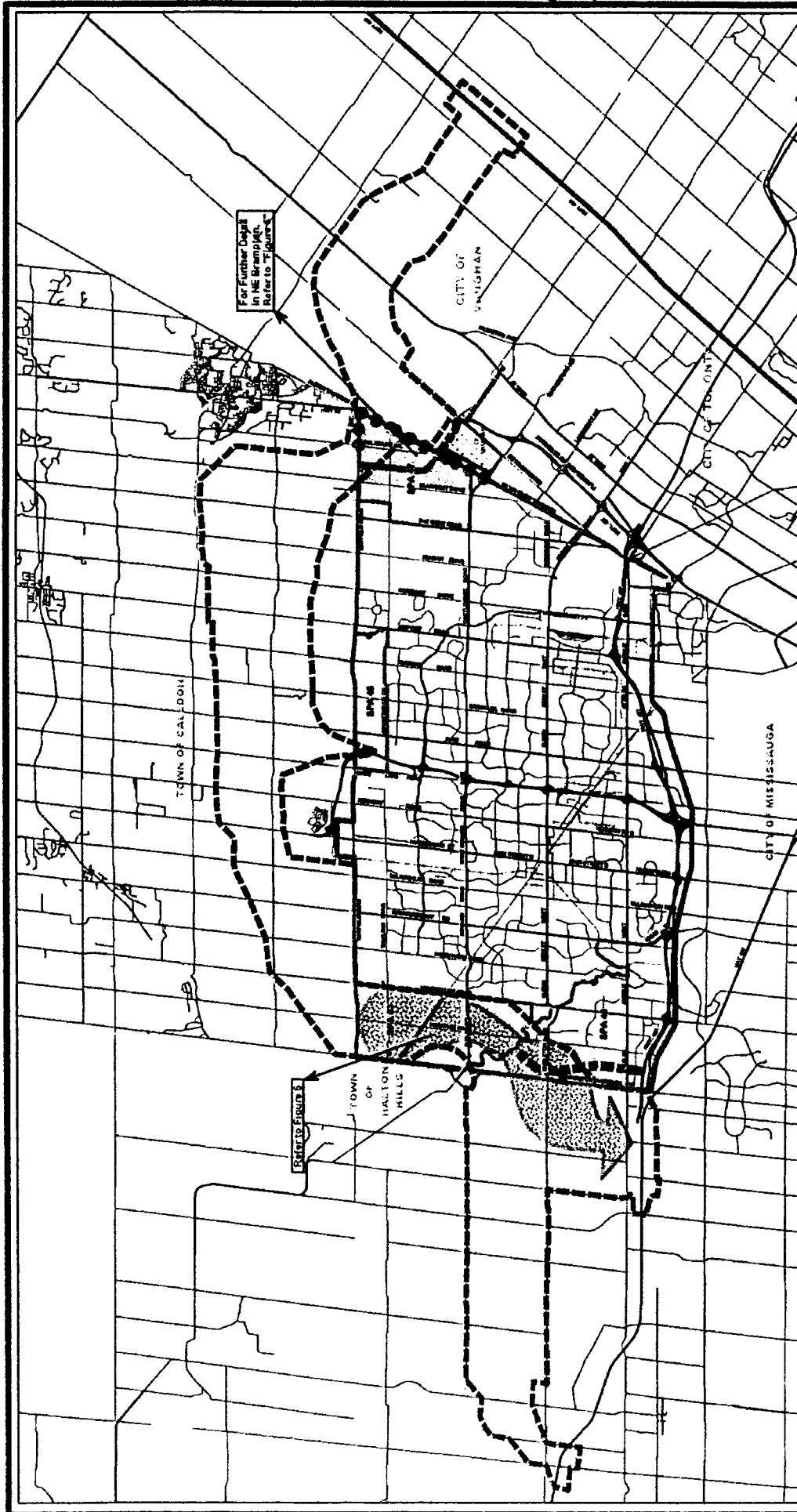
The Transportation Development Strategy (TDS) Report, once finalized based on public and agency input, represents the conclusion of Stage 1 of the GTA West Corridor EA. The report identifies a Preliminary Route Planning Study Area which will be used to guide alignment options in Stage 2 of the EA. The Preliminary Route Planning Study Area scopes down the broader initial study area, and includes corridor protection areas in west Brampton and part of Secondary Plan Area 47 (Figure 1).

The draft TDS (presented graphically in Figure 2) has been reviewed by staff, and the key recommendation includes carrying forward for further consideration elements of corridor Alternative 4-2 (Figure 3) with a terminus at Highway 401/407 (coinciding with HPBATS), and Alternative 4-3 (Figure 4) with a terminus at Highway 401 west of Milton.

Other elements of the TDS include:

- Supporting the implementation of the Metrolinx RTP (*The Big Move*) and *GO 2020 Strategic Plan*
- Optimizing use of existing transportation infrastructure through Transportation Demand Management (TDM) and Transportation System Management (TSM) measures such as ramp metering, High Occupancy Vehicle (HOV)/Transit bypass ramps, and Transit Supportive Highway Corridors
- Initiating a region-wide Active Traffic Management Study
- Widening selected highways to provide additional capacity including HOVs and multi-modal uses (Highways 400, 401, 407, 410, and 427).
- Initiating a study to investigate inter-regional transit opportunities linking western urban centres
- The expanded use of long combination vehicles (LCVs)
- Expanded use of speed harmonization

The Transportation Development Strategy Report identifies the Province's need, upon completion of Stage 1, for a more formal corridor protection to ensure that land development does not preclude the development of a transportation corridor that meets the needs of the GGH throughout the Areas of Interest.



BRAMPTON
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PLANNING, DESIGN & DEVELOPMENT

**Figure 1: GTA West Preliminary
Route Planning Study Area and
Overview**

- | | | | | | |
|-------|--|---|------------------------------|---|--|
| — | FUTURE HWY 427 EXTENSION | — | SPA 47 ARTERIAL A2 | — | GTA WEST PRELIMINARY ROUTE PLANNING STUDY AREA |
| ●●● | MAYFIELD HWY 50 ENVIRONMENTAL ASSESSMENT | — | HIGHWAY 400 | — | CORRIDOR PROTECTION AREAS |
| ■ ■ ■ | PROPOSED BROADVIEW PARKWAY | — | CP VAUGHAN INTERMODAL YARD | — | SECONDARY PLANNING AREAS |
| ■ ■ ■ | PROPOSED MAJOR MACKENZIE DRIVE REALIGNMENT | — | HALTON PEEL FREEWAY CORRIDOR | — | CITY LIMIT |

Date: 2011 06 28

Draft Transportation Development Strategy

- GTA-W Preliminary Study Area
- ▬ New Transportation Corridor
- North-South Link to Highway 401/407ETR
- ▬ Corridor Extension**
- Corridor extension from Major Mackenzie Drive (planned terminus from Highway 427 Extension EA)
- ▬ Additional Number of Lanes
- ▬ Existing Number of Lanes
- ▬ Number of Lanes for New Corridor
- Protected Countryside of the Greenbelt Area
- Niagara Escarpment Plan Area
- Oak Ridges Moraine
- Potential Mobility Hubs Identified for Further Study
- Anchor Hub
- Gateway Hub
- BRT on Controlled-Access Expressway
- Other Rapid Transit
- Regional Rail (peak)
- Regional Rail (full-day, two-way)
- Express Rail
- Subway
- Planned Projects
- Existing Rail Line
- Potential Extension of COMPASS Network
- Potential Transit Connections Among Western Urban Growth Centres

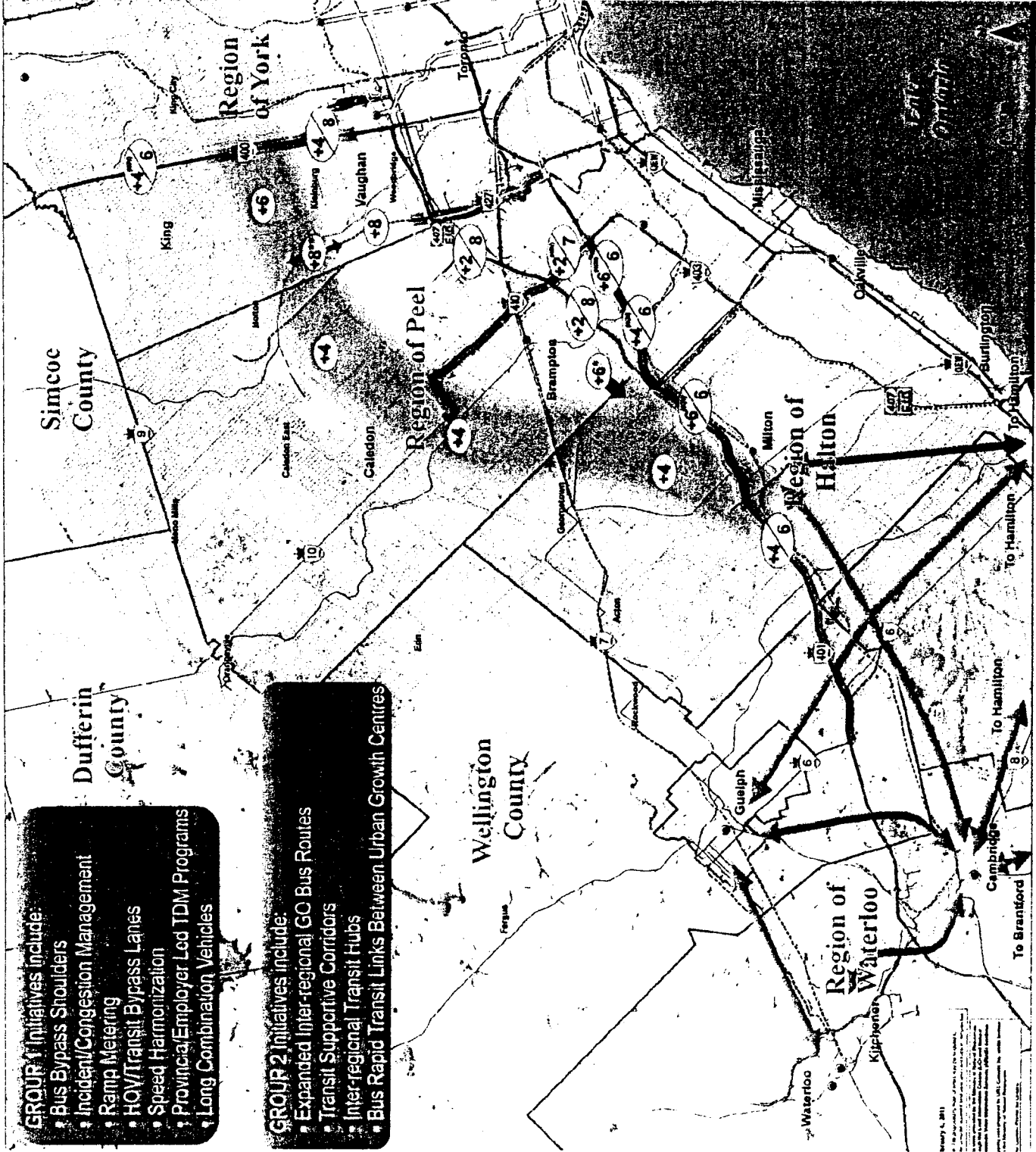


FIGURE 2
Draft Transportation Development Strategy

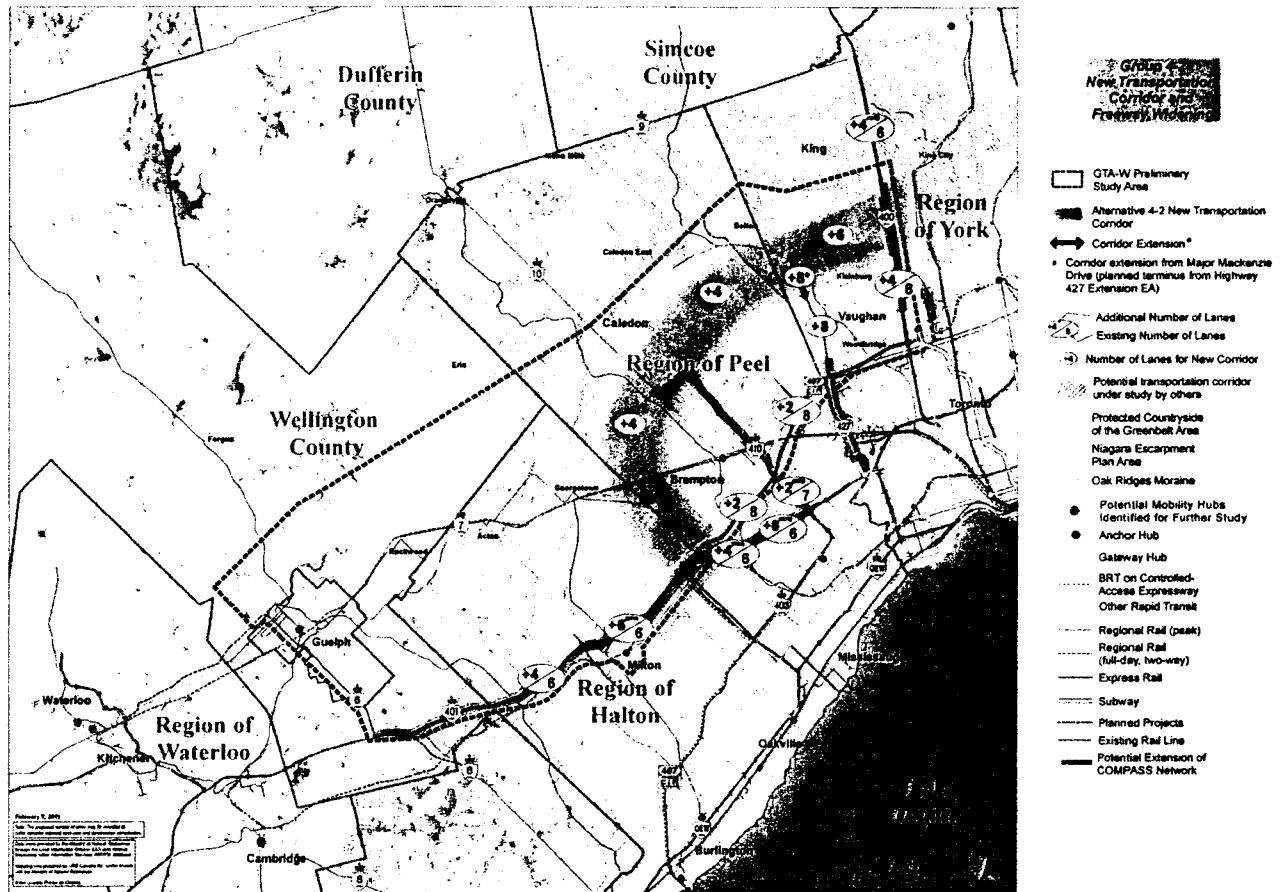


FIGURE 3: Alternative 4-2

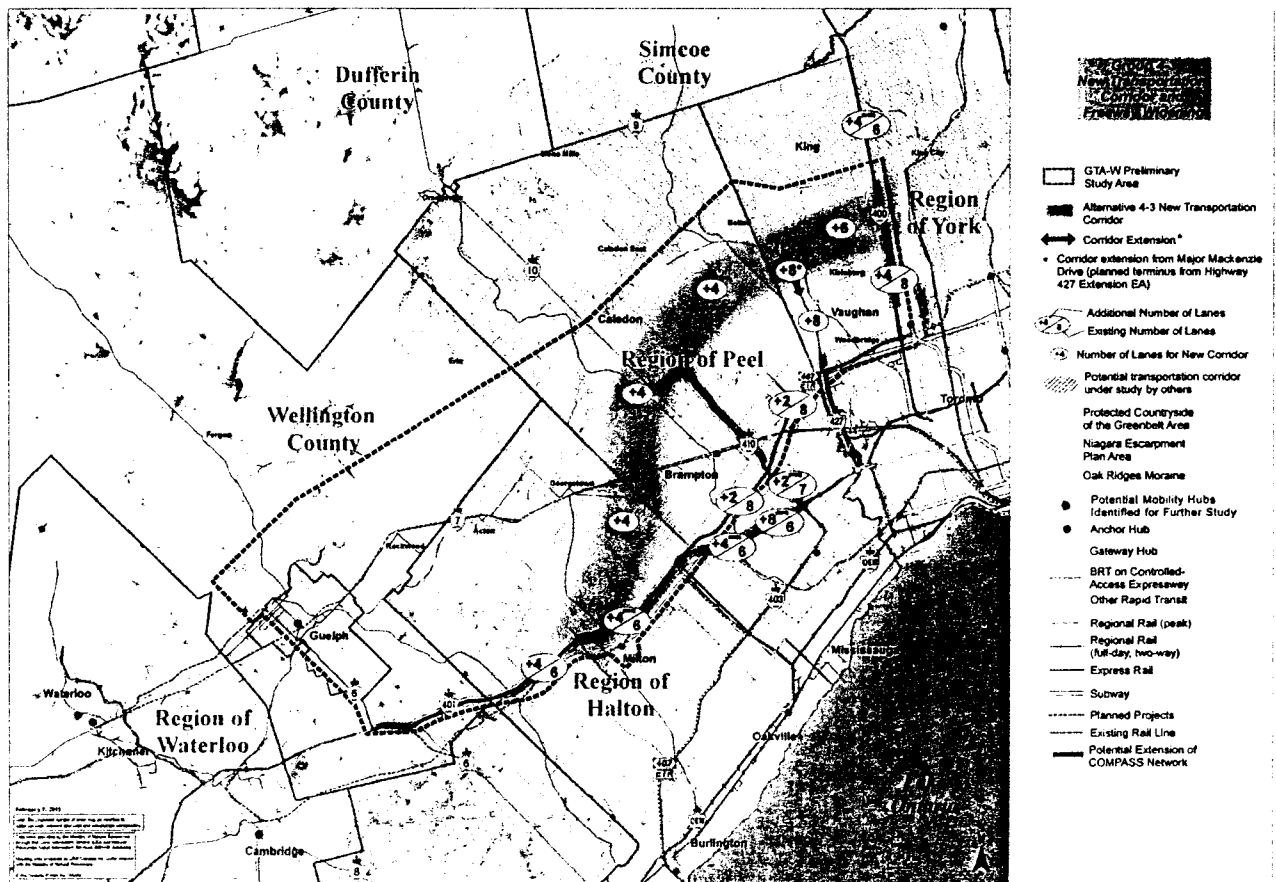


FIGURE 4: Alternative 4-3

Projects within and near the Preliminary Route Planning Study Area:

Northwest Brampton (SPA 52, 53) and HPBATS Corridor

In December 2009, City of Brampton Council authorized staff to initiate secondary planning for the Heritage Heights Community, comprising approximately 1,619 hectares in the remaining two Secondary Plan Areas in North West Brampton (SP 52 & 53).

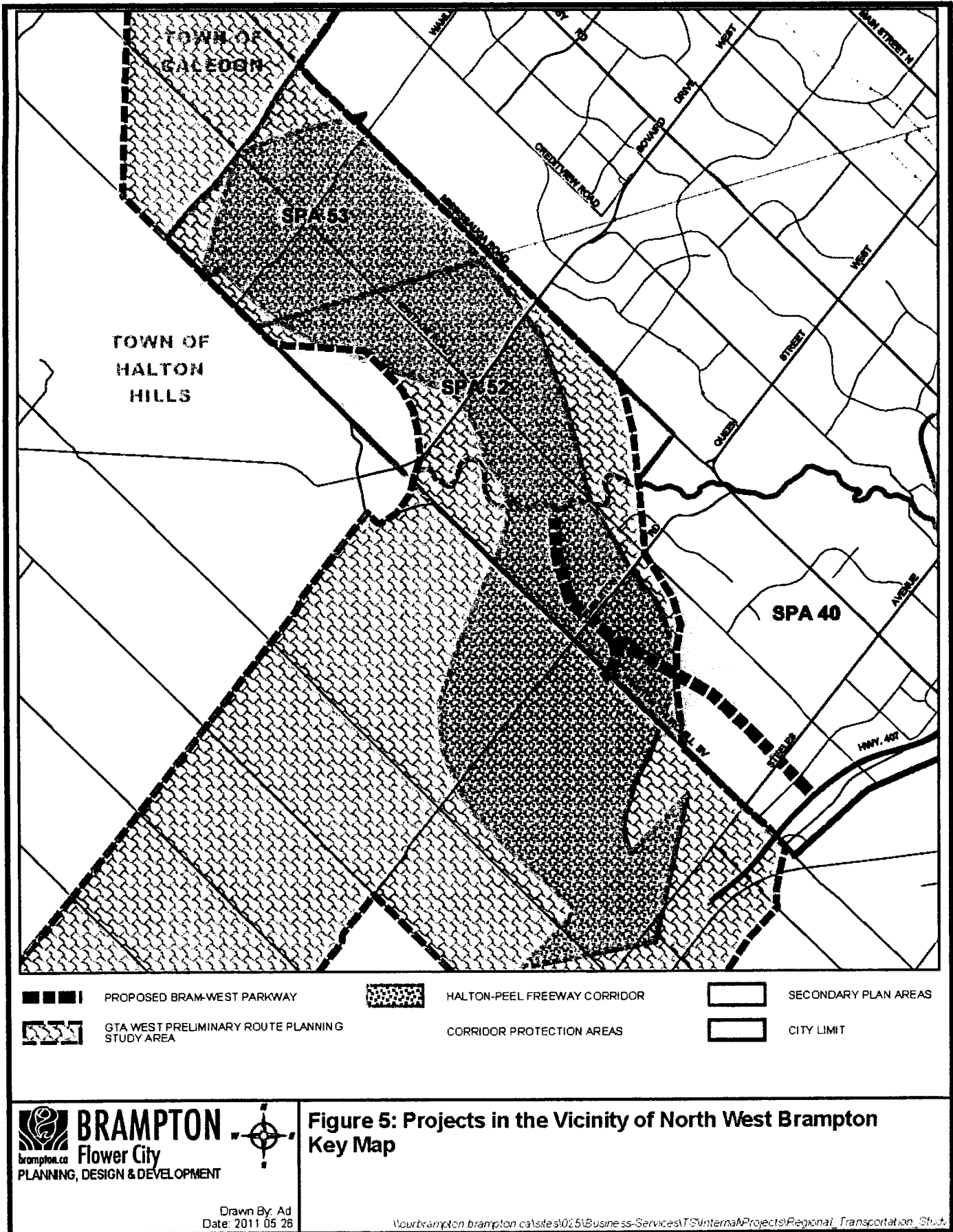
Heritage Heights is within the GTA West Transportation Corridor EA Study Area, and is in a corridor protection area, as designated in the Brampton Official Plan. The Secondary Plan is identified as "Area of Interest #6" through the *Overview of Corridor Protection and Development Issues Paper* issued June 2009 (GTA West Corridor Planning and EA Study interim report) that identified land development pressures and implications for transportation opportunities in the GTA West preliminary study area. Areas of interest were defined as those areas where the Ontario Ministry of Transportation (MTO) should actively monitor and comment on all development applications as future urban expansions in these areas could limit corridor opportunities.

The first phase of the secondary plan program for Heritage Heights includes a Transportation Master Plan that will assess and recommend the transportation infrastructure and strategies required to support development of the community and to support the Secondary Plan Amendment. This study commenced in May 2011.

A key piece of transportation infrastructure proposed to be located in part within the Heritage Heights community, is the Halton-Peel Freeway. The Halton-Peel Boundary Area Transportation Study (HPBATS) approved by Council in April 2010 reconfirmed the need for a 6-8 lane highway connecting from Hwy401/407 in Halton Region, and extending into Peel Region to connect to Mayfield Road and ultimately to a future E-W provincial facility

A primary objective of the Heritage Heights Transportation Master Plan is to complete a preliminary identification and evaluation of potential Credit Valley crossing locations in identifying alignment options as the basis for defining the corridor protection area through the Heritage Heights Secondary Plan area for the proposed Halton-Peel Freeway. This key objective has been identified as an essential preliminary stage of work, and one that is necessary in order that the study team be able to move forward with the development of a community transportation network as required for the Transportation Master Plan in support of the Secondary Plan, while recognizing the future inter-jurisdictional HPBATS Environmental Assessment.

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HPBATS recommended that the Halton-Peel Freeway could be integral to the Provincial transportation system and provide a connection to the GTA West Corridor. One of the options to be carried forward for consideration in Stage 2 of the GTA West Corridor EA includes the Halton-Peel Freeway with a link to Highway 401/407 ETR (per HPBATS).

Regardless of the outcome of the GTA West Study, HPBATS has confirmed the need for a Halton-Peel Freeway, and will require ongoing coordination with the GTA West Corridor Environmental Assessment.

Highway 427 Industrial Secondary Plan Area (SPA 47)

A Status Report including a Preliminary Land Use Concept for Area 47 will have been presented to the City's Planning Design and Development Committee on May 9, 2011 seeking Council direction to schedule a Public Open House to present the Preliminary Land Use Concept for public and stakeholder feedback.

The network of arterials identified on the Preliminary Land Use Concept builds upon the City's *Transportation and Transit Master Plan (TTMP)* and the joint municipal *Peel-Highway 427 Extension Area Transportation Master Plan Study* and is generally consistent with the arterial network set out in the City's Growth Plan Conformity Official Plan Amendment OP2006-43. The proposed arterials within Area 47 include an east-west extension of Major Mackenzie Drive to Mayfield Road (identified as 'A2' in the *Peel-Highway 427 Master Plan Study*) and an east-west arterial in proximity to the Trans Canada pipeline that connects The Gore Road with a realigned Coleraine Drive. See Figure 2 below for area map and projects. New arterial and collector roads being proposed within Area 47 will be subject to the Municipal Class EA process for roads and finalized through that process. The Transportation Study for Area 47, which is being undertaken as a Master Plan under the Municipal Class EA process (Phases 1 & 2 only), will recommend corridors for the arterial and collector road network. Future EA studies will be required to complete the Municipal Class EA process (Phases 3 & 4) and determine the final alignment of the arterial and collector roads within Area 47 after completion of the secondary plan.

A potential GTA-West Corridor has been identified in the Preliminary Land Use Concept pursuant to the on-going GTA West Corridor Environmental Assessment. The Draft Transportation Strategy Report released by MTO for consultation, as part of the GTA-West Corridor EA, identifies a corridor that is wider than the corridor shown in the Area 47 Preliminary Land Use Concept. The City will continue to coordinate the planning of Area 47 with the GTA-West Corridor EA so that the boundaries of the Corridor identified within Area 47 provide for a range of feasible options to be studied.

Highway 427 Extension

On March 31, 2010, City of Brampton Council endorsed the Highway 427 Transportation Corridor Environmental Assessment (File T17) final report and requested that the Ministry of Transportation (MTO) initiate planning for a possible further extension of Highway 427 to Highway 9. The planned extension will provide improved truck access to the CP Vaughan Intermodal Terminal, will connect directly with Major Mackenzie Drive, and will include a Transitway providing a strong interface with YRT/VIVA and Brampton Transit/Züm services. A connection to the new GTA West corridor in some form is planned.

Highway 50/Mayfield EA

The Region of Peel is conducting an environmental assessment on Highway 50 (from Castlemore Rd/Rutherford Rd to Mayfield Rd) and Mayfield Road (from Highway 50 to Coleraine Dr). The study will analyze improvements to address traffic congestion and connections to other roads and employment lands in and near SP 47, and at this point recommends the widening of Highway 50 to six lanes and of Mayfield Road to four lanes.

Countryside Villages Secondary Plan Area (SPA 48)

The Countryside Villages Secondary Plan was adopted by Council in December 2009. OP2006-32 implements policies for a prestige employment area, while OP2006-33 implements policies for a community consisting of a variety of residential uses, institutional and commercial designations. The Countryside Villages Secondary Plan comprises an area of 1,600 acres and is bounded by Mayfield Road to the north, Countryside Drive to the south, the west branch of the West Humber River to the east and Heart Lake Road to the west.

Countryside Villages includes a transit supportive spine road linking neighbourhoods with the local centres and the Town Centre at Mayfield Road and Bramalea Road, integrating safe and efficient movement of pedestrians, transit services, cyclists and vehicular traffic. Area 48 is served by Highway 410, Mayfield Road and Countryside Drive.

A new road network is required to support the development of Countryside Villages, which includes new collector roads and widening of existing arterial or concession roads. The Environmental Assessment for the collector roads was integrated with the planning process for the Countryside Villages Secondary Plan.

An employment area is designated adjacent Highway 410 and a Plan of Subdivision is being processed on these lands.

CORPORATE IMPLICATIONS:

Over the long term, the GTA West Corridor will provide a major new east-west route for the movement of goods and people, providing an alternative to Highway 401 and 407 ETR and serving new industrial growth areas such as northeast Brampton. As stated in the TDS, all other modes including air, rail, and marine also rely upon and connect to the road network. Alternative 4-2 assumes that the north-south Halton-Peel roadway will be a Provincial highway forming part of the new GTA West Corridor, and results in better performance of the local road network. Alternative 4-3 assumes a north-south connection in the same area between Highway 401/407 ETR and the GTA West Corridor, and anticipates that a lower-capacity facility may be an appropriate connection. Alternative 4-3 has the potential to serve more trips and communities due to its greater length, but also would likely have higher land requirements and environmental impacts.

The recommendation in the TDS combines elements of both of these alternatives, suggesting that the north-south link will be a freeway, consistent with HPBATS recommendations. A hydro tower corridor and truck-only route are also options being carried forward for analysis in Stage 2 route planning. The Preliminary Route Planning Study Area covers a significant portion of the Secondary Plan Area 47 in northeast Brampton.

In the future, the GTA West corridor will be paralleled by a network of rapid transit routes connecting growth centres, including improved two-way all-day GO rail and expanded bus service, the Highway 407 Transitway, and higher-order transit on Hurontario and Queen Streets.

In order to allow municipal planning for development in new growth areas to continue unimpeded to fulfill provincial Growth Plan objectives, the Province must expedite the EA process to begin Stage 2 as soon as possible. The City will be carrying forward with transportation studies and EAs in North West Brampton and SP 47 in the near term, inviting MTO to participate on the respective Technical Advisory Committees. In addition, in consideration of growing traffic congestion and its negative economic impacts, development pressures, and of the length of time required to plan and construct a new transportation corridor, MTO and Metrolinx are being asked to prioritize near-term improvements for implementation as soon as possible, including the Highway 401 widening, the Highway 427 extension, and the above-mentioned public transit improvements.

With the adoption of HPBATS by Council in April 2010, staff was directed to negotiate and finalize the terms of an MOU to implement the HPBATS recommendations, including the Halton-Peel Freeway. Even though the GTA West Transportation Development Strategy acknowledges the Halton-Peel Freeway as a component of preferred transportation corridor alternative, this

does not obviate the need for an inter-municipal MOU. Given that expected completion of the GTAW EA and subsequent detail design work is still 8-10 years away, it remains important for Brampton and its municipal partners to finalize an MOU, and to develop a work plan and hire a consultant to facilitate planning for the Halton-Peel Freeway (in cooperation with MTO staff) so that planning and development in the Halton-Peel boundary area are not unnecessarily delayed.

CONCLUSION:

In April 2011, MTO convened a Municipal Advisory Group meeting to present the GTA-W Transportation Development Strategy, and to discuss the draft report recommendations with municipal and agency staff. Brampton staff was also in attendance at this meeting and conveyed the following major requests:

- That work be closely coordinated and expedited between MTO and municipalities for further planning of the HPBATS corridor;
- That MTO work closely with City staff on a strategy for corridor protection recognizing municipal objectives and the state of development designation;
- That the Route Planning Study Area be scoped down as soon as possible, or in the earliest phases of Stage 2;
- That MTO work with City staff to facilitate completion of studies in support of Secondary Plan approvals, including refined corridor protection areas;
- That the supplementary components, including major transit infrastructure investments within and adjacent to the City of Brampton, be expedited by both MTO and Metrolinx.

Staff has since had an opportunity to review the report in detail, and with Council direction will submit comments to the Province as the City's formal response. While generally supportive of the province's study, staff's comments reiterate the need for the province to expedite Stage 2 of the EA, to recognize local planning initiatives that are much further advanced than the GTAW EA and for provincial staff to be actively involved in these studies, to clarify corridor protection plans and policies and options. Additional comments relate to the analysis of the impacts of the combined corridor alternative, inclusion of a discussion of related initiatives such as the Peel Goods Movement Task Force and Metrolinx Urban Freight Study, and clarification of other TDS elements.

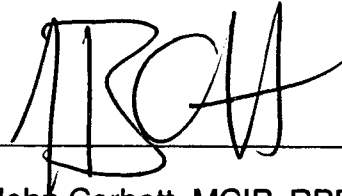
The draft report can be downloaded from the study website (www.gta-west.com), and hard copies are available for review at the City Clerk's Office and the Brampton Public Library (Chinguacousy Branch and Cyril Clark Branch).

Once revised, based on public and agency input, the report will signal the conclusion of the first stage of the EA, and establishes the start of Stage 2.

Respectfully submitted,



Adrian Smith, MCIP, RPP
Director, Planning Policy & Growth
Management



John Corbett, MCIP, RPP
Commissioner, Planning, Design &
Development

Appendices:

- A. GTA West Corridor Environmental Assessment – DRAFT Transportation Development Strategy Report, Executive Summary, February 2011
- B. City of Brampton staff comments on the GTA West Corridor EA Transportation Development Strategy Draft Report

Report authored by: David Kuperman, Transportation Policy Planner (x42410)

G4-16

Appendix A

**GTA West Corridor Environmental Assessment – DRAFT Transportation
Development Strategy Report, Executive Summary, February 2011**

G4-17

Appendix B

**City of Brampton staff comments on the GTA West Corridor EA
Transportation Development Strategy Draft Report**



May 27, 2011

**Re: GTA West Corridor EA: Transportation Development Strategy
Draft for Consultation**

PD&D (Long Range Planning section) has coordinated City staff review of the GTA West Corridor EA Transportation Development Strategy draft report, and consolidated the input for submission to the MTO project team.

Staff supports the general direction of the EA study and the conclusions of the Draft TDS Report, subject to certain factors. The recommendation for highway and non-highway improvements is consistent with the City's overall vision for an integrated multi-modal transportation system that supports future population and employment growth and facilitates goods movement, as stated in the Official Plan, and the optimized use of the existing system before building new infrastructure.

It is also generally agreed the province needs to proceed expeditiously to initiate the second phase (route planning) of the EA Study, and to clarify its strategy for corridor protection given the more immediate timelines for planning and development in east and west Brampton.

General comments:

1. While the long-term benefits of a new transportation corridor and the other components of the strategy are clear, current levels of congestion warrant more immediate improvements to the transportation system. Short-term as well as long-term actions are required to address existing and future problems. Therefore, the City encourages any action by the Province to expedite more near-term projects, such as the widening of highways 410 and 401, construction of the Highway 427 Extension, and transit improvements through Metrolinx including two-way all-day service on the Georgetown GO rail line, the Hurontario/Main light rail transit line, Queen Street/Highway 7 rapid transit corridor, and transitways on both 407 ETR and Highway 427.
2. Alternatives 4-2 and 4-3 and their impacts have been analyzed separately throughout the report and the environmental assessment so far. However, they are combined (with two additional lanes on Highway 401 as well) and put forth as the recommended strategy on pages 241 and 242. It is unclear, assuming that a combination of essentially all elements of the two alternatives is being considered, if the aggregate effects to cost, land consumption, and other social or environmental

effects have been analyzed and determined to be within accepted thresholds. It should be more explicitly stated if a quantitative benefit-cost analysis is being used that takes into account this concern. Currently, the summary only states that impact reduction and mitigation will occur through subsequent route planning and preliminary design in Stage 2 of the EA process – and that the total effects of the combination are the same as the Ministry of Transportation pursuing Alternative 4-3 and municipalities pursuing HPBATS.

3. It is not clear why the same mitigation strategies would not apply to Alternatives 4-2 and 4-3 individually as well.
4. City staff sees value in conducting an analysis of the Draft TDS as a whole, including a new analysis of auto and truck delays on the provincial highways and municipal road network.
5. The Preliminary Route Planning Study Area occupies a significant portion of Secondary Plan Area 47 in northeast Brampton, as well as areas designated for development near Highway 410 (SPA 48) and in northwest Brampton (SPA 52, 53). It should be reduced and refined as soon as feasible to avoid delays to the development of new employment lands and other uses in these areas. MTO should work with the Region and its area municipalities to ensure that route planning aligns with other planning objectives, and consider the many alternative forms of corridor protection discussed in the Draft TDS report. Alternatively, any intent by the Province to purchase lands in these areas should be made clear so that local development decisions are adequately informed. All new development areas should be treated as priority planning areas, with consideration for the extensive planning work and designation already undertaken by municipalities.
6. The Province needs to expedite the identification of funding for and initiation of Stage 2, in order to allow for route planning to be concurrent with the development planning and environmental assessment currently or soon to be underway in each of the municipalities affected.
7. The City will be continuing with transportation studies and environmental assessments in the Northwest Brampton (SPA 52 and 53) and Highway 427 Industrial (SPA 47) secondary plan areas. It is important that MTO participate in Brampton land use and transportation planning studies for those areas of the municipality potentially affected by the GTA West EA, with the intent of refining the limits of corridor protection areas and facilitating approval of secondary plans, potentially prior to the completion of the GTA West EA;
8. Impacts to transit service connectivity will have to be considered. In particular, mid- and long-term extensions to higher-order transit along Hurontario/Main Street, Steeles Avenue, and possibly Queen Street West are likely to intersect the new corridor. Some of these are reflected in *The Big Move* Regional Transportation

Plan, while others are part of the expanding Züm bus rapid transit network, growing conventional transit services in Brampton, or service integration with other transit agencies.

9. Since the construction of the new GTA West freeway is a long-term project, there should also be an emphasis in the meantime on including shorter-term components of the overall vision in the Ministry's five-year Southern Ontario Highways construction program, including the Highway 427 extension, Highway 410 widening, and the 407 Transitway.
10. It is unclear what impact the selection of the preferred alternative will have on the current HPBATS planning process, which must continue in some form to accommodate development pressures. As both regional municipalities of Halton and Peel recognize the importance of a major new north-south transportation facility to near-term development plans (and Northwest Brampton is a corridor protection area), there is a need to discuss options for initiating an environmental assessment with the aim of constructing an arterial road to be upgraded to a freeway by the Ministry of Transportation as soon as feasible. The Draft TDS also recommends that the Halton-Peel Freeway be six lanes, while the HPBATS Final Report calls for eight lanes between Highway 401/407 ETR and Bovaird Drive and six lanes north of Bovaird Drive (protected to accommodate eight lanes beyond 2031). The new infrastructure is critical to development, which in turn is a necessary contribution to the tax base providing for future municipal services.
11. While a complete analysis including the option of a truck-only facility is appreciated, such a highway will not adequately serve the needs of new development in Northwest Brampton, and would not be consistent with plans for the HPBATS corridor. A future GTA West freeway needs to be a multi-modal facility that accommodates auto traffic (as well as goods movement traffic).

Specific comments:

12. Page 10: Note that Metrolinx *has completed* a study of electrification of the GO network, recommending electrification in phases, beginning with the Air Rail Link, and followed by sections of the Georgetown and Lakeshore lines (report released January 2011).
13. Section 1.6: The inclusion of a goods movement discussion in this document is appreciated. However, it should also mention the completion of the Metrolinx Urban Freight Study (February 2011) and the activities of the Peel Goods Movement Task Force, which has included development of an Action Plan and a conference in partnership with the private sector (<http://www.peelregion.ca/pw/roads/goodsmovement/>).

14. Page 19: Under Region of Peel, expand the list of primary north-south regional roads to include Chinguacousy Road (designated as major arterial by the City of Brampton). In the next phase of GTA West Study, review feasibility of interchanges at the primary north-south roads.
15. Section 4.9 of the Draft TDS outlines the methodology and findings for "Cost and Constructability" as a factor in the overall evaluation of alternatives. The draft TDS further indicates that while route planning is not within the scope of this stage of study, conceptual alignments were important in determining an approximate number of interchanges and structures that in turn were used to identify a new freeway footprint. Staff notes that the Heritage Heights Transportation Master Plan has identified a comparable need to develop a corridor "footprint" as an early key objective of the study, primarily to identify an optimal crossing envelope of the Credit River. Further to staff's intent to include MTO as a participant in the HPBATS implementation going forward, and the Heritage Heights TMP, it is requested that MTO make available the *GTA West Constructability and Cost Summary Technical Memorandum (February 2011)* and the *Draft Safety Standards Manual for New Rural Freeways* and more detailed information used in arriving at the "limited opportunities for crossing the Credit River" cited on pages 151 and 228 of the draft TDS.
16. Page 147, Section 4.8.3, Sensitivity Analysis, Dedicated Truck Facility: The section recommends that GTA West corridor as truck only facility should be carried forward as a viable solution as part of the transportation development strategy. Exhibit 4-47 demonstrates that the east-west traffic based on N-S screen lines will operate within same level whether the GTA West corridor is planned as mixed use or truck only facility. If the GTA West corridor is proposed as truck only facility, it can potentially impact and increase congestion on the north south corridors such as Highway 410 through Brampton and other City and Regional roads. Traffic from northerly section of Brampton and for most part of Caledon will continue to be forced to use north south road to connect to Highway 401 or Highway 407 to go either east or west. A mixed use GTA facility will provide an alternate to Highway 401 and Highway 407 and thereby relieving the pressure on north south roads. Instead of proposing truck only facility/corridor, explore the feasibility of dedicated truck lanes in combination with HOV and general purposes lanes, if required.
17. Page 176, Exhibit 5-10 (Ultimate Transit Network): Mount Pleasant GO Station is missing in from the figure. Furthermore, based on the discussion on page 175 which recommends expansion of the mobility hub concept to the west of the GTHA, the Mount Pleasant Village Mobility Hub should be included in the figure as a "Potential Mobility Hub" (per the City of Brampton's Growth Plan Amendment (Schedule). Mount Pleasant Village, a transit-oriented community anchored by the GO Station, is nearing completion and has received senior government support as a Federal Infrastructure Stimulus Funding project.

18. Page 181: In this section, there is a reference to both a transitway and a truckway within the proposed 170 m right-of-way for the new transportation corridor. Elsewhere in the report, only general purpose lanes and a transitway are described. If the related analysis determines no need for dedicated truck lanes, how would the road space be allocated? Please clarify what the implications are for timing and road space allocation.
19. Pages 187-188, (Exhibits 5-16 and 5-17): The draft TDS notes that while the analysis and evaluation assumed 14 lanes on Highway 401 between Winston Churchill Boulevard and Highway 410, MTO has subsequently completed planning for this section of Highway 401 and determined that it will not be widened beyond the planned 12 lanes. The draft TDS goes on to conclude that "Since this update would be applied to all alternatives, it would not change the outcome of the preferred improvement." The draft TDS should clarify what is defined as the preferred improvement and to expand on the conclusion, including addressing any implications to the HPBATS/City of Brampton road network.
20. Page 192, Exhibit 5.20 (Principles for defining the GTA West Preliminary Route Planning Study Area): the last two principles in this exhibit (i.e., "minimize impacts to approved municipal urban expansion areas and approved secondary plans" and "integrating existing transportation infrastructure and offering flexibility to connect to existing and planned transportation facilities in the study area") are of significance to the HPBATS recommended road network and to the Transportation Master Plan being initiated for the Heritage Heights Secondary Plan in North West Brampton and for the Highway 427 Industrial Area (SP 47) in east Brampton. Page 45 of the draft TDS identifies that "it may be necessary for the Province to consider a more formal form of corridor protection to ensure that land development does not preclude the development of the transportation corridor..." and that "these stages of corridor protection will need to be considered further following the completion of this stage of the study". Clarification is requested as to specifically what is identified as "stages of corridor protection" relative to the Stage 2 of the GTA West EA and moving forward, given the current corridor protection areas designated in North West Brampton and in SP47.
21. Page 234 (Transportation Analysis): Does the 'RTP Based AADT Forecast' used in Exhibits 7-6 and 7-7 include the effects of all 25-year projects, such as all-day two-way GO rail service?
22. Page 238: Is there a clear reason why truck traffic would not experience the same level of delay savings as automobile traffic with the North-South Link operating as a freeway rather than an arterial road?