

Public Information Centre No. 1

Municipal Class Environmental Assessment

Coleraine Drive south of Old Ellwood Drive

Town of Caledon



October 8, 2019

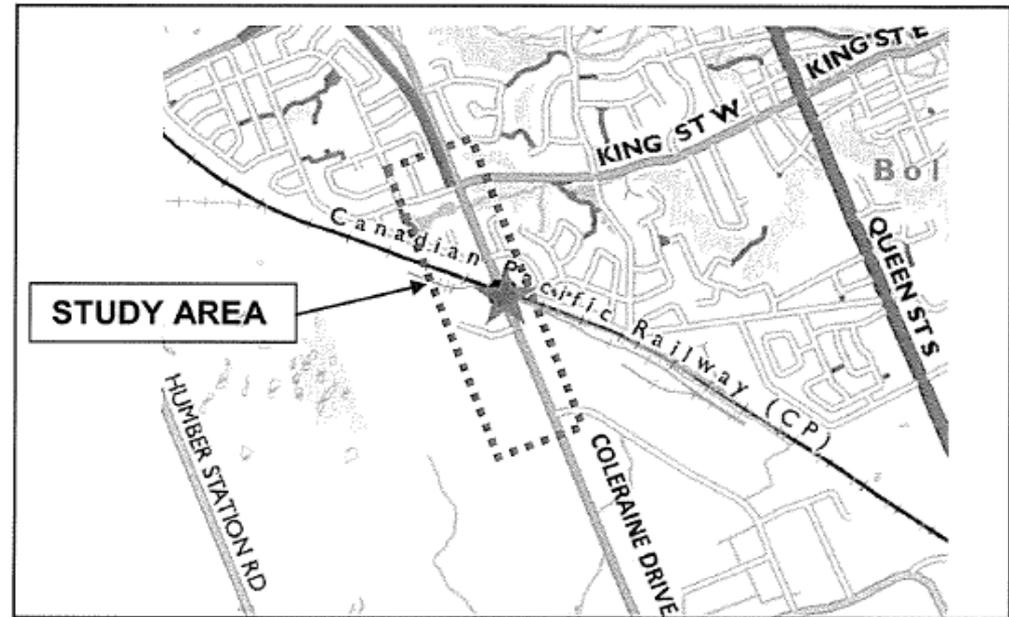
Albion Bolton Community Centre

PURPOSE OF PIC NO. 1

- You are invited to review the project information on display:
 - Background to the study
 - Municipal Class Environmental Assessment Process
 - Existing conditions of the study area
 - Traffic study
 - Alternative planning solutions and preliminary preferred solution
- Ask questions and discuss areas of interest with the study team
- Your feedback is important and will be considered and incorporated in the preferred alternative selection process
- Fill out and submit a comment sheet by **October 22, 2019**

STUDY AREA

Peel Region is carrying out a Municipal Class Environmental Assessment (MCEA) Study to consider a range of options for long term traffic improvements and a grade separation of the CP Rail line on Coleraine Drive south of Old Ellwood Drive in the Town of Caledon.



The study area extends approximately 150 metres north of Harvest Moon Drive to Holland Drive.

REGION OF PEEL CONTEXT

This Environmental Assessment supports the Region's 2015-2035 Strategic Plan and Council Priorities.

The Region of Peel Long Range Transportation Plan (LRTP) (2019)

- The Region of Peel LRTP identifies significant growth expected in Peel Region over the next 20 years and the associated transportation issues including traffic congestion.

Bolton Transportation Master Plan Study (2015)

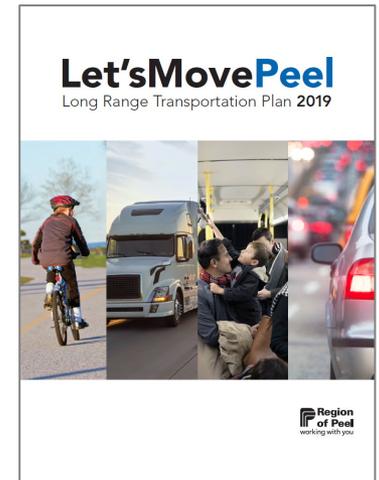
- Identifies transportation deficiencies and road network issues.
- Identifies Coleraine Drive as the most likely alternative route for north/south and east/west trucks following the restricted truck movements in the downtown core.

The Goods Movement Task Force Strategic Plan (2012-2016)

- Developed to identify Strategic Actions to improve Goods Movement in Peel.
- Identifies Coleraine Drive as a critical crossing that should be prioritized for a grade separation.

The Bolton Commuter Rail Service Feasibility Study (2010)

- Recommends improving service on the Bolton rail line including a new Bolton GO Station near King Street and Humber Station Road in Caledon.

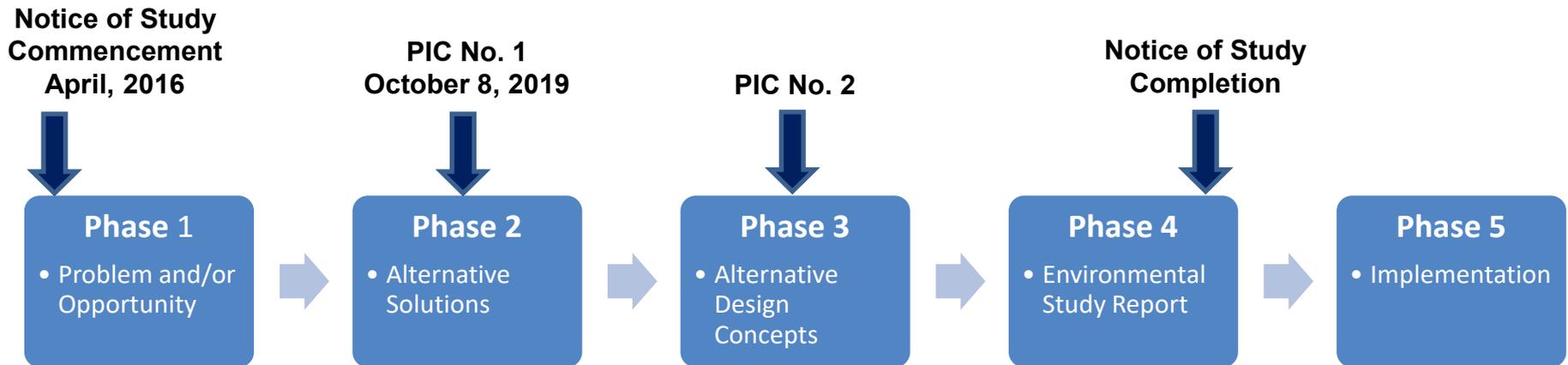


STUDY PROCESS

The Municipal Class EA is a planning and design process approved by the Ministry of Environment, Conservation and Parks to meet the requirements of the Ontario Environmental Assessment Act.

This Study follows the Class EA process for **Schedule 'C'** projects and will complete Phases 1 to 4 as outlined below:

We are here



FUTURE TRAFFIC CONDITIONS

- With an increase in motor vehicle and train traffic projected for 2041, queues generated at the at-grade crossing are expected to extend beyond the intersection of Coleraine Drive & King Street West/Harvest Moon Drive.
- This issue is expected to be more intense as the frequency of trains during peak hours increases, particularly due to the planned extension of GO Train service to a new Bolton station.

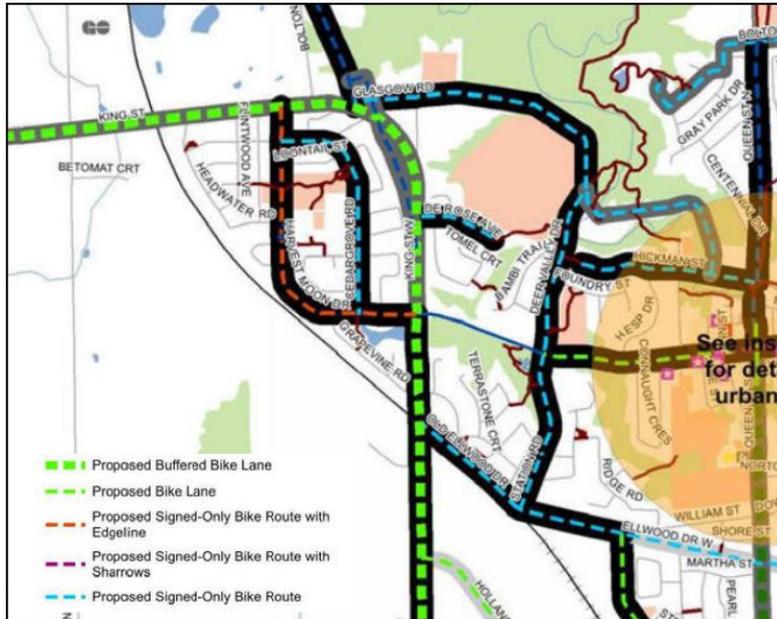


2041 AM Southbound Queues During Train Crossing

FUTURE TRAFFIC CONDITIONS

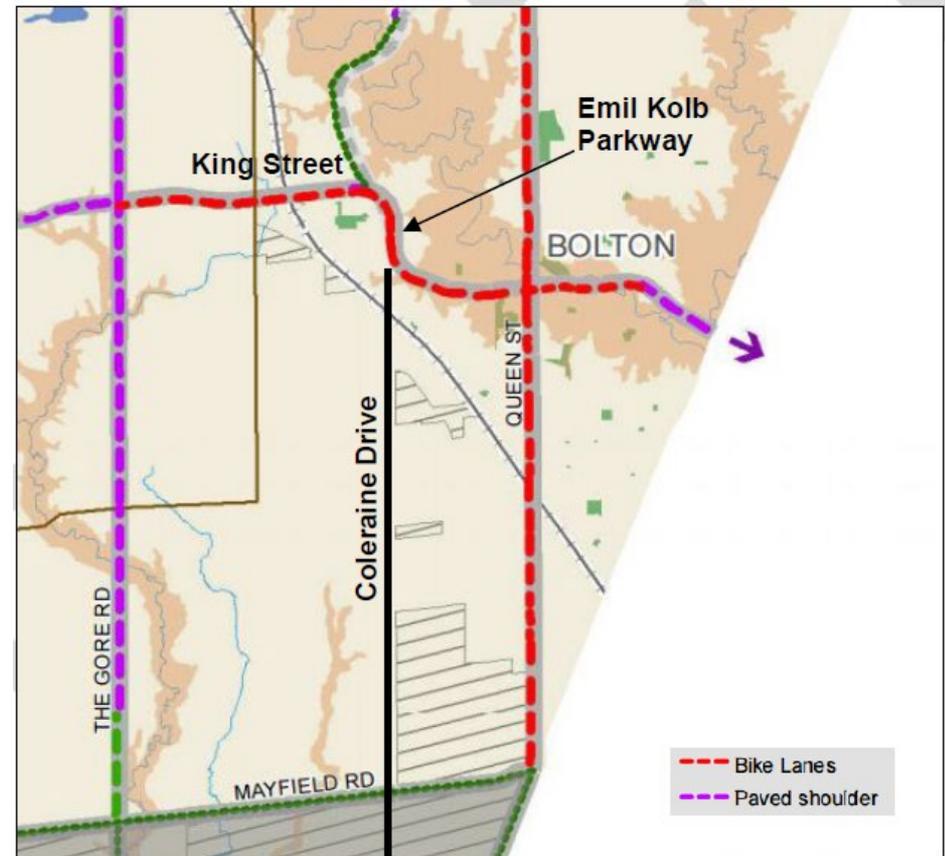
Road Section	Direction	2017 Volumes (vph)		2041 Volumes (vph)	
		AM	PM	AM	PM
Coleraine Drive south of King Street W	NB	249	1,070	349	1,500
	SB	933	336	1,824	657
King Street W between Coleraine Drive and Station Road	EB	294	433	486	716
	WB	422	338	982	787

ACTIVE TRANSPORTATION



Left: Bolton Transportation Master Plan identifies a proposed buffered bicycle lane along King Street and Coleraine Drive.

Right: The proposed long-term Regional cycling network indicates that bicycle lanes are planned along King Street. This includes Emil Kolb Parkway, which is a direct continuation of Coleraine Drive north of King Street West.



EXISTING CONDITIONS PLAN

SEE ROLL PLAN

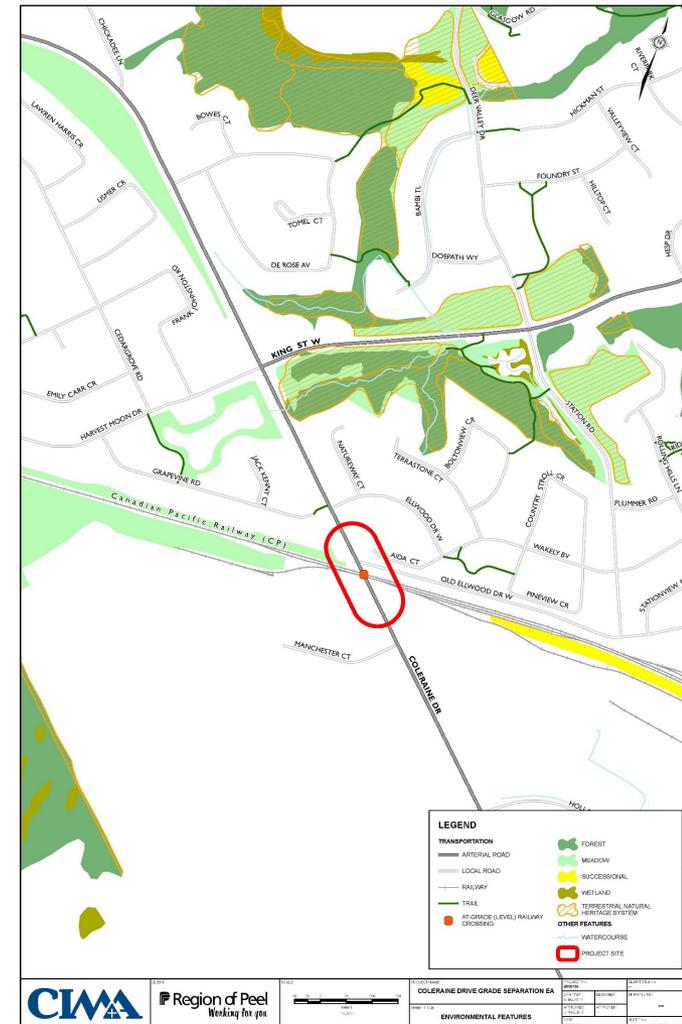
ENVIRONMENTAL INVENTORIES

The following environmental inventories are being completed as part of this study:

- Natural Environment Assessment
- Drainage and Stormwater Management
- Stage 1 Archaeological Assessment
- Cultural and Built Heritage Assessment
- Hydrogeological Investigation
- Geotechnical Investigation and Pavement Design
- Noise Impact
- Air Quality Assessment
- Contaminated Soils Assessment
- Culvert Inspections
- Meander Belt and Fluvial Geomorphology Analysis

NATURAL ENVIRONMENT

- The project is located within the Humber River watershed.
- A small tributary of the Humber River originates at a stormwater pond on the west side of Coleraine Drive, north of the rail line, and flows under the road towards the east.
- TRCA identifies the valley along the watercourse as part of the Natural Heritage System, comprised of meadow and forest.
- CIMA field investigations did not find any rare species of flora or fauna; most of the species encountered were urban tolerant, and/or non-native species.
- Fish habitat is limited to the tributary east of Coleraine Drive, as the outlet of the stormwater pond is a barrier to fish.
- There are no natural features of provincial significance in the study area.
- There are no Core Areas of the Region of Peel Greenlands System in the study area, but the valley of the watercourse is considered an Environmental Policy Area in the Town of Caledon Official Plan.



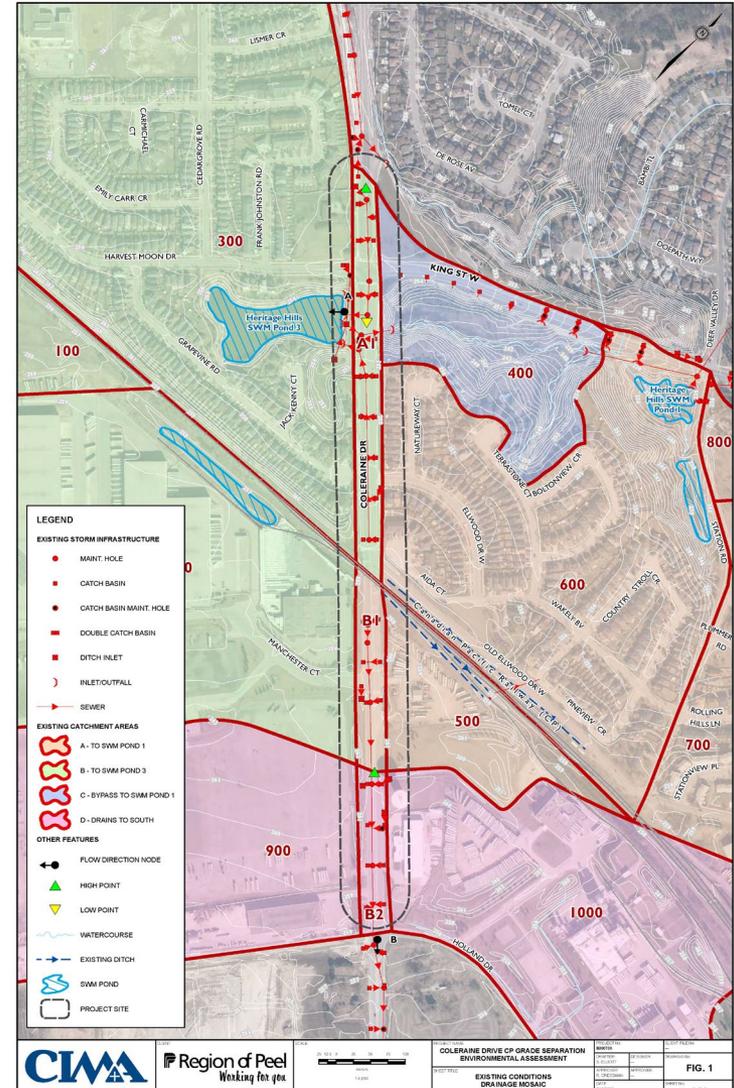
STORMWATER MANAGEMENT

Existing Drainage

- Stormwater drainage from Coleraine Drive drains to the Humber River watershed.
- The soil within the study area consist primarily of clay loam.
- This type of soil is considered to have a moderate to poor drainage capability, meaning very little rainfall in the open areas will soak into the ground, leaving most of the water as runoff.
- Solutions that incorporate Low Impact Development (LID) practices will be investigated for use along Coleraine Drive.

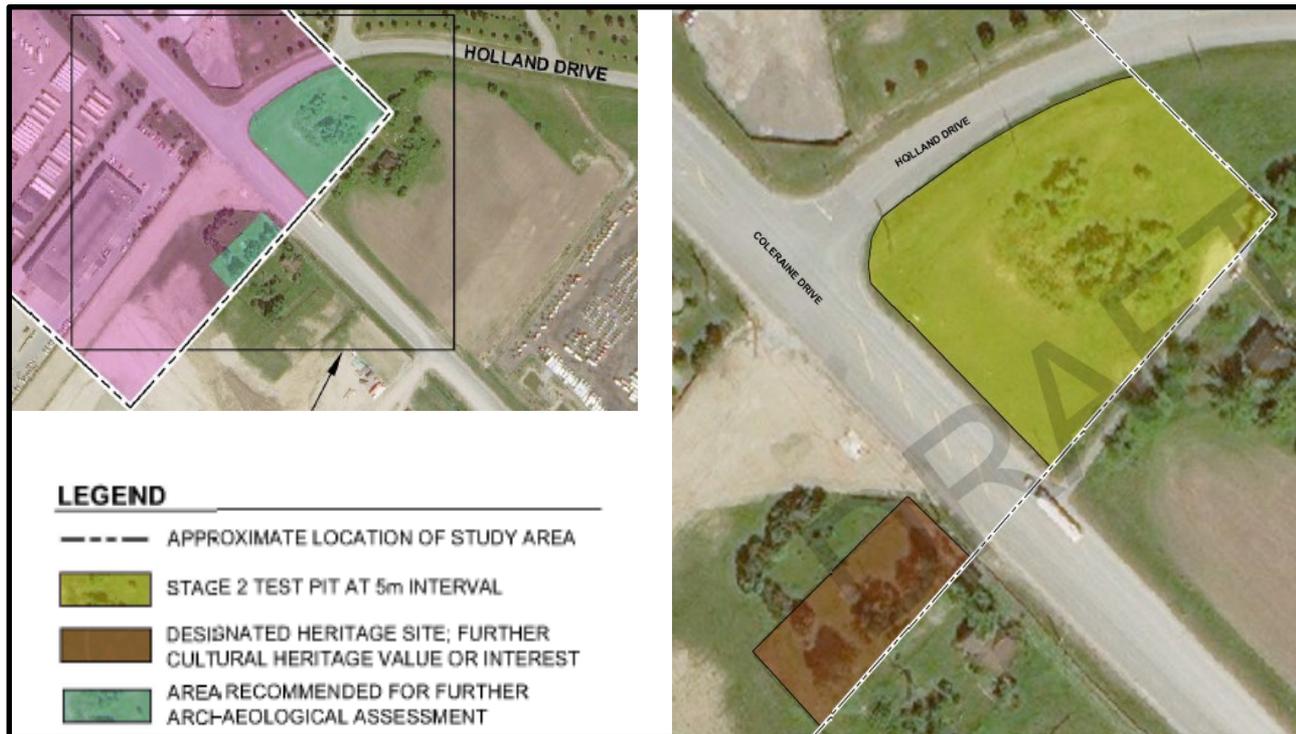
Existing Stormwater Infrastructure

- Coleraine Drive is an urban cross-section with curb and gutter, catch basins, and storm sewers which discharge into the Heritage Hills Stormwater Management Pond to the north and into roadside ditches to the south.
- Adjacent to the roadway there are two existing storm water management ponds constructed as part of the Heritage Hills Residential development that incorporate drainage from Coleraine Drive.



STAGE 1 ARCHAEOLOGICAL ASSESSMENT

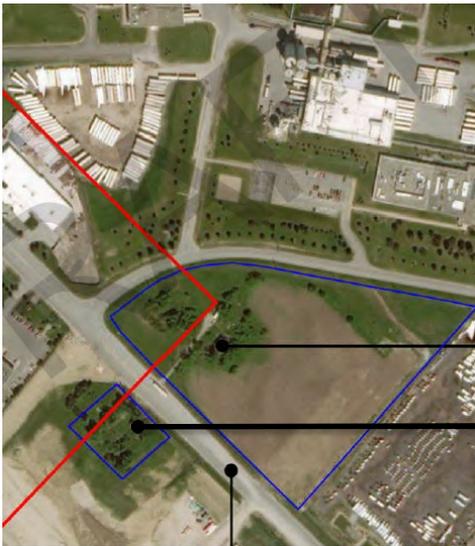
A Stage 1 Archaeological Assessment was completed for the study corridor, some locations are recommended for a Stage 2 Archaeological Assessment.



BUILT HERITAGE

The Cultural Heritage Assessment determined that the following are present in the study area outside of the anticipated limits of construction:

- One protected heritage property
 - Shore-Wakely House, 13304 Coleraine Drive
- One property of cultural heritage value or interest
 - 49 Wakely Boulevard



View facing south of 13304 Coleraine Drive



- Study Area, North Portion
- Property of Cultural Heritage Value or Interest



View facing northeast of 49 Wakely Boulevard



View facing east

PROBLEM AND OPPORTUNITY STATEMENT

It is a Council priority to improve the efficiency in which goods move within and through Peel in order to manage congestion and enhance Peel's economic competitiveness. The Goods Movements Strategic Plan (2012-2016) was developed and identified Coleraine Drive as a critical crossing that should be prioritized for grade separation.

An increase in motor vehicle and train traffic is projected for 2041 which is expected to result in queues generated at the at-grade crossing extending beyond the intersection of Coleraine Drive & King Street West/Harvest Moon Drive.

This issue is expected to worsen as the frequency of trains during peak hours increases, particularly due to the planned extension of GO Train service to a new Bolton station.

ALTERNATIVE PLANNING SOLUTIONS

Three alternative planning solutions were developed to address the problem statement:

- 1. Do Nothing**
- 2. Change Grade of Rail**
 - 2A) Raise rail over road, or
 - 2B) Depress rail under road
- 3. Change Grade of Road**
 - 3A) Raise road over rail, or
 - 3B) Depress road under rail

(2A) Grade Separation: Raise Rail-over-Road Example



Woodbridge Ave, Vaughan ON



Regional Road 25, Milton ON



Highway 50, Palgrave ON



Parliament St, Toronto ON

(2B) Grade Separation: Depress Rail-under-Road Example



Camp Rd, Australia



A1/N1 Dublin to Belfast motorway



A1/N1 Dublin to Belfast motorway

(3A) Grade Separation: Raise Road-over-Rail Example



Norwood Junction, Croydon, United Kingdom



Highway 50, Caledon ON



Chinguacousy Rd, Brampton ON

(3B) Grade Separation: Depress Road-under-Rail Example



Cawthra Rd, Mississauga ON



Derry Rd, Mississauga ON



Creditview Rd, Brampton ON



Guelph Line, Burlington ON

ANALYSIS OF ALTERNATIVE PLANNING SOLUTIONS

Criteria	Do Nothing	Change Grade of Rail	Change Grade of Road
Transportation	<ul style="list-style-type: none"> No changes to existing transportation system Does not accommodate future transportation needs 	<ul style="list-style-type: none"> Accommodates future transportation needs 	<ul style="list-style-type: none"> Accommodates future transportation needs
Socio-Economic Environment	<ul style="list-style-type: none"> No impact to adjacent properties 	<ul style="list-style-type: none"> Long distance required for grade change (1% max grade) Significant impact to properties adjacent to rail Temporary rail diversion needed 	<ul style="list-style-type: none"> Moderate distance required for grade change (6% max grade) Moderate impact to properties adjacent to Coleraine Drive
Natural Environment	<ul style="list-style-type: none"> No impact to natural environment 	<ul style="list-style-type: none"> Greater impact to meadow lands adjacent to rail Some impact to natural heritage feature 	<ul style="list-style-type: none"> Less impact to meadow lands adjacent to rail line Minimal impact to natural heritage feature
Active Transportation	<ul style="list-style-type: none"> No opportunities for pedestrian or cycling facilities 	<ul style="list-style-type: none"> Opportunity for the provision of pedestrian or cycling facilities on Coleraine Drive 	<ul style="list-style-type: none"> Opportunity for the provision of pedestrian or cycling facilities on Coleraine Drive

PRELIMINARY PREFERRED SOLUTION

The preliminary preferred solution is to change the grade of the road on Coleraine Drive which will address the problem statement developed for the Coleraine Drive study area and is in support of the Region's Long Range Transportation Plan and Goods Movement Strategic Plan endorsed by Region of Peel Council.

This preliminary recommended solution will consider the following:

- Change grade of the road
 - Depress road-under-rail grade separation; OR
 - Raise road-over-rail grade separation
- Provision of pedestrian and bicycle facilities along Coleraine Drive

NEXT STEPS

- Review and confirm preferred planning solutions and assessment based on comments received from the public and other stakeholders
- Develop alternative design concepts
- Complete detailed impact analysis
- Public Information Centre No.2
- Prepare and File Environmental Study Report

Please complete a comment sheet and submit all comments **by October 22, 2019:**

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, On L6T 4B9
905-791-7800 ext.7801
Sonya.Bubas@peelregion.ca

Stephen Keen, P. Eng.

Consultant Project Manager
CIMA Canada Inc.
3027 Harvester Road
Burlington ON L7N 3G7
289-288-0287
Stephen.Keen@cima.ca