

## **Public Information Centre #2 – Main Overview Presentation – Narration**

### **Slide 1**

Welcome to the second Public Information Centre (or PIC) for the Coleraine Drive Grade Separation Environmental Assessment Study, undertaken by the Region of Peel.

Due to the current COVID-19 guidelines, this PIC is being held in a virtual format and will be available online from December 16<sup>th</sup> to January 21<sup>st</sup>, 2022. This narrated presentation will be an overview of the study, the alternatives considered and the identified preliminary preferred alternative. Additional information on the Evaluation and Technical Assessments completed in support of the study, is included in a separate narrated slideshow included on the PIC website.

### **Slide 2**

We would like to acknowledge that the land on which we gather, and on which the Region of Peel operates, is part of the Treaty Lands and Territory of the Mississaugas of the Credit.

For thousands of years, Indigenous peoples inhabited and cared for this land, and continue to do so today.

In particular we acknowledge the territory of the Anishinbek, Huron-Wendat, Haudenosaunee and Ojibway/Chippewa peoples; and land that is home to the Metis; and most recently, the territory of the Mississaugas of the Credit.

We are grateful to have the opportunity to work on this land, and by doing so, give our respect to its first inhabitants.

### **Slide 3**

To summarize, we will first answer the three W's: What, Where and Why?

What? This is the second Public Information Centre of this EA Study. The first PIC was held in October 2019.

Where? The study is focused on the Coleraine Drive and CP Rail Crossing, located south of Old Ellwood Drive in the Town of Caledon

Why? This EA study was initiated through the Region's Long Range Transportation Plan, to investigate grade separation options to serve anticipated traffic growth that will be experienced by Coleraine Drive in the future. PIC #1 identified four options, including raising or lowering the railway, and raising or lowering the road. Options to raise or lower the rail grade were screened out. Options to raise or lower the road were carried forward for more detailed evaluation. This PIC#2 will present the road grade design options and the results of their evaluation.

### **Slide 4**

This slide provides an overview of the general location of the study area relative to downtown Bolton, to the east, and in terms of the surrounding land use. The study area extends along Coleraine Drive, from approximately 150 m north of Harvest Moon Drive to Holland Drive.

The map on the left is an excerpt from the Land Use schedule in the Town of Caledon's Official Plan. As shown, south of the CP rail line, the land use is primarily industrial with some prime agricultural area further to the south. North of the CP rail line, the land use is established by the West Bolton Secondary Plan. This planning area is a residential community comprised of two neighbourhoods with a mix of low, medium, and high-density housing, and a range of community uses such as parks and schools.

### **Slide 5**

The Region is carrying out this 'Schedule C' Municipal Class Environmental Assessment study to consider a range of options for a grade separation of the CP Rail line on Coleraine Drive south of Old Ellwood Drive in the Town of Caledon. This PIC will:

- Re-introduce the study and present the alternative design concepts considered
- Summarize the technical work completed in support of the study
- Summarize the evaluation of the alternative design concepts
- Present the preliminary preferred alternative
- Obtain public input and answer questions

### **Slide 6**

The Municipal Class Environmental Assessment or Class EA, is a planning and approval process for municipal infrastructure that follows Ontario's Environmental Assessment Act. This study is being carried out as a Schedule 'C' Class EA and this graphic summarizes the study process and schedule. We are currently in Phase 3 of 4 and following this PIC an Environmental Study Report will be prepared to document the study recommendations and decision-making process. The Environmental Study Report will be made available for a minimum 30-day public review period at the end of the study.

### **Slide 7**

The first phase of the EA process is to identify the problems and opportunities in the study area, and this was presented at the previous PIC #1. In summary, the problems include:

- An increase in motor vehicle and train traffic that will result in significant queuing on Coleraine Drive in the future, extending from the rail crossing to beyond the King Street and Harvest Moon intersection.
- This issue is expected to worsen as the frequency of trains increase, particularly with the extension of GO train service to a new Bolton station.

The opportunities therefore include a grade separation that would not only improve transportation, however, also improve active transportation connections, recognize the importance of goods movement through the corridor, provide safety improvements, and enhance Peel's economic competitiveness.

### **Slide 8**

In response to the material presented at PIC #1 there was a general preference from the public for the Road Under Rail option, concerns about noise and the time it would take to construct the improvements.

Since PIC #1, the study has responded to the comments received, and has moved into Phase 3 of the EA process in the development of design alternatives and their evaluation. Two design concepts for grade separation have been developed, including:

- Road under Rail
- Road over Rail

More information about the alternative design concepts is presented on the following slides.

### **Slide 9**

The image on this slide is an overview of the plan for Alternative Design Concept 1, Rail under Road. In this alternative, Coleraine Drive is lowered under the CP rail line. A dedicated bridge for active transportation users, such as pedestrians and cyclists, is provided over Coleraine Drive, north of the rail bridge, and will provide connections between Ellwood Drive and Grapevine Road, and Coleraine Drive.

The image on the bottom of the slide is a 3D rendering of this design concept from the perspective of someone standing on Coleraine Drive, looking north towards the rail crossing. Further 3D renderings are included in the next three slides show what the road under rail alternative could look like from different perspectives.

### **Slide 10**

This viewpoint is looking south on Coleraine Drive towards Ellwood Drive West and the rail bridge. Adjacent to the vehicle lanes there are multi-use paths on both sides of Coleraine Drive, separated from the vehicle lanes by a buffer and railing.

The asphalt path on the right-hand side of the image is a multi-use path that runs along side Coleraine Drive at the existing grade, providing connections to Ellwood Drive West and Grapevine Road.

### **Slide 11**

This slide shows the dedicated active transportation bridge over Coleraine Drive, for the Road Under Rail Alternative. The bridge provides a connection between Coleraine Drive, Ellwood Drive and Grapevine Road.

Viewpoint A is from the perspective of someone standing on the bridge looking north towards Ellwood Drive.

Viewpoint B is an aerial perspective from north of the active transportation bridge, looking south towards the rail line.

### **Slide 12**

This viewpoint is from the multi-use path on east side of Coleraine Drive looking north towards Ellwood Drive West. Coleraine Drive is on the left side of the image at an elevation below the existing ground, having passed under the CP rail line. A railing is provided for safety.

### **Slide 13**

This is an overview of the plan for the Alternative Design Concept 2, Road Over Rail. In this alternative, Coleraine Drive is raised over the CP rail line. The image on the bottom of the slide is a 3D rendering of this design concept from an aerial perspective. Further 3D renderings are included in the next two slides to further illustrate this alternative.

### **Slide 14**

This viewpoint is of Coleraine Drive looking south towards Ellwood Drive West. The road is raised above the ground on approach to the bridge over the CP rail line.

### **Slide 15**

This is the viewpoint from the ground adjacent to Coleraine Drive looking north towards Ellwood Drive West. Retaining walls are used to raise Coleraine Drive over the CP Rail Line and above Ellwood Drive West. There are two options for the configuration of Ellwood Drive West at this location, and these are further detailed later in this presentation.

### **Slide 16**

In terms of Active Transportation on Coleraine Drive, multi-use trails are provided on both sides of the roadway through the length of the study area, for both alternative design concepts. For the Rail Under Road alternative (shown on the left side of the slide) multi-use trails are also provided at the existing ground level.

### **Slide 17**

This slide provides a summary of the key items identified when evaluating the two design concepts. Further information on the evaluation can be found in the additional presentation, available on the project website.

In terms of key differences:

Regarding Stormwater Management and Groundwater - Road under Rail will have a significantly larger drainage requirement than Road Over Rail, due to the excavation resulting in groundwater impacts and a need for pumping to accommodate drainage. Road Under Rail configurations often encounter flooding.

Regarding Noise and Air Quality - Both alternatives will have similar impacts. Mitigation measures for noise are spoken to later in this presentation.

Regarding Access, Property and Aesthetics - Both alternatives will have similar property requirements, however Road Over Rail will be less aesthetically pleasing and will have shadow impacts due to the high retaining walls. Mitigation measures for the look of the walls include landscaping or planting opportunities and are spoken to later in this presentation.

Regarding Constructability - The excavation required for Road under Rail will be deep, at approximately 9 m, meaning its construction will be more complex. The Road Under Rail will also require the construction of a rail diversion, increasing construction requirement and cost.

Regarding Cost – Road Under Rail is significantly more expensive than Road Over Rail, with a difference of approximately \$20M.

### **Slide 18**

Through the evaluation, the Road Over Rail design concept has been identified as the preliminarily preferred alternative.

The Road Under Rail was not preferred due to a much greater construction complexity, (including the construction of a rail diversion), greater risk of drainage and groundwater impacts and higher cost.

Noise impacts (with mitigation measures applied) and property requirements are similar for both options.

The Road Over Rail design is further detailed in the following slides and the public is encouraged to provide comments on the evaluation and the proposed recommendations, through either the PIC website or directly to the project contacts. Contact information will be provided at the end of this presentation.

### **Slide 19**

For presentation, the preliminary preferred alternative has been segmented in the following slides. A complete plan of the design is available for download on the PIC website.

South of the rail, the design ties into the existing Holland Drive intersection at the southern limits. Manchester Court is realigned to intersect Coleraine Drive further south of the rail

crossing, to help accommodate raising the grade of Coleraine Drive to cross over the rail line. Local road modifications are further explained later in this presentation. Property requirements are illustrated by the red dashed line in these images and in the complete plan available for download.

### **Slide 20**

North of the rail line, Coleraine Drive is still elevated at the locations of Old Ellwood Drive and Ellwood Drive West and so the existing intersections of Coleraine Drive and Old Ellwood Drive and Ellwood Drive will be closed. The modifications to these roads are further detailed later in this presentation. A roundabout is proposed at the intersection of Harvest Moon Drive and King Street, and Coleraine Drive will tie back into the existing roadway north of the roundabout.

### **Slide 21**

Modifications to local roads are required to accommodate the proposed changes to Coleraine Drive. Manchester Court is realigned and connects with Coleraine Drive at a new intersection. There is an opportunity for Low Impact Development Stormwater Management Facility in the closed right-of-way of the existing Manchester Court.

### **Slide 22**

With the raising of Coleraine Drive over the rail line, the intersection of Coleraine Drive and Old Ellwood Drive will be closed. A new connection between Old Ellwood Drive and Ellwood Drive is provided east of Coleraine Drive, using an existing roadway allowance. The unused right-of-way of Old Ellwood Drive may be used as a natural berm or to expand the park, further detailed on the following slide.

### **Slide 23**

As mentioned, there are potential neighbourhood enhancement options for the unused right-of-way of Old Ellwood Drive and the Region would like to take this opportunity to ask for feedback on these options.

Option A includes providing a natural berm to help provide a natural horizontal and vertical barrier between the subdivision and the rail line.

Option B includes using the space to extend the area of Wakely Memorial Park. In this option, trees but also other plants can be planted along the unused right-of-way, next to the rail line. It is noted the Town of Caledon and the Toronto Region Conservation Authority are currently looking at planting opportunities at the Wakely Memorial Park, potentially as part of the West Bolton Sustainable Neighbourhood Action Program (SNAP).

Please vote for your preferred option using the voting tool available on the PIC website.

### **Slide 24**

For both Road Over Rail and Road Under Rail options, the intersection at Coleraine Drive and Ellwood Road West will be closed. For the Road Under Rail, a cul-de-sac is recommended on Ellwood Drive West, as a direct connection to Grapevine Road over Coleraine Drive is geometrically challenging. As described before, an Active Transportation bridge is provided over Coleraine Drive, and this is done by locating the bridge closer to the rail crossing.

### **Slide 25**

For both Road Over Rail and Road Under Rail options, the existing intersection at Coleraine Drive and Ellwood Drive West will be closed. This slide presents the two potential configuration options for Ellwood Drive West, and the Region would like to take this opportunity to also ask for feedback on these options.

Option A provides a direct connection between Ellwood Drive West and Grapevine Road, accommodating all traffic.

Option B provides a connection between Ellwood Drive West and Grapevine Road, only for Active Transportation users.

Please vote for your preferred option using the voting tool available on the PIC website.

### **Slide 26**

For the intersection of Coleraine Drive, Harvest Moon Drive and King Street, two improvement options were considered by this study. Like the Road Over Rail and Road Under Rail, these two intersection improvement alternatives were evaluated to determine a preferred intersection improvement. The improvement alternative included typical signalized intersection improvements or reconfiguring the intersection into a roundabout.

### **Slide 27**

For the intersection of Coleraine Drive, Harvest Moon Drive and King Street, the identified preliminary preferred intersection improvement is the roundabout and will be constructed in conjunction with the Road Over Rail design. Further details into its evaluation is provided in the additional presentation available on the PIC website.

### **Slide 28**

To recap the Road Over Rail cross-section, the design will accommodate two lanes in each direction, including turning lanes where required, and accommodate multi-use trails on both sides of Coleraine Drive.

### **Slide 29**

In terms of Mitigation Measures, the high retaining walls provide opportunities for exterior design approaches or landscaping, including trees, planters, murals, community message boards or similar. These approaches will be confirmed in Detailed Design.

Other mitigation measures include those for Noise, which involve using slightly higher roadside barriers to help reduce noise impacts.

### **Slide 30**

The next steps in the study include completing the preliminary design of the preliminary preferred alternative and preparing an Environmental Study Report to document the study recommendations and decision-making process.

The Environmental Study Report will be made available for a minimum 30-day public review period at the end of the study. Following approval of this Environmental Assessment study, the project will move into a detailed design phase. It is anticipated that the project will go to the detailed design in 2024, followed by property acquisitions and utility relocations. According to the 2021 Transportation Capital Budget, the construction of the project is scheduled to begin in 2029.

We are looking forward to hearing your feedback on the materials presented at this Public Information Centre and to provide your input and feedback, please fill-in the comment boxes and vote in the polls available on the PIC website.

If you have any questions or would like an alternate way to provide feedback, please contact either project manager via the contact information shown here and on the PIC website.