



ARTERIAL ROADS WITHIN THE HIGHWAY 427 INDUSTRIAL SECONDARY PLAN (AREA 47) - PART A

SCHEDULE 'C' MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

Notice to Reader

This document and its contents have been prepared and are intended solely as information for Regional Municipality of Peel and City of Brampton and use in relation to this Addendum to the Class C Environmental Assessment for Arterial Roads within the Highway 427 Industrial Secondary Plan (Area 47) - Part A.

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Contents

Notice to Reader	2
Executive Summary	7
Engagement and Consultation	7
Existing and Future Conditions	7
Development and Evaluation of Alternative Planning Solutions	7
Description of Preferred Design	8
Environmental Issues and Commitments	8
Natural Environment	8
Monitoring	8
Commitments to Further Investigations	8
1. Introduction	9
1.1 Background	9
1.2 Previous Studies	11
1.3 Municipal Class Environmental Assessment Planning Process	11
1.3.1 ESR Addendum	11
1.3.2 Filing of the Addendum	11
1.3.3 Section 16 Order	11
1.4 Study Organization	12
2. Rationale for EA Addendum	13
2.1 Objective	14
3. Engagement & Consultation Summary	15
3.1 Consultation Schedule	15
3.2 Stakeholders	15
3.2.1 Study Mailing List	16
3.3 Notice of Study Addendum	16
3.4 Stakeholder Consultation	17
3.4.1 Meetings with Landowners and Developers	17
4. Project Area	18
4.1 Existing Road Network	19
4.2 TransCanada Pipeline Corridor	20



4.3 Natural Features	20
4.4 Hydrology	20
4.5 Development Limits	21
4.6 City of Brampton Official Plan & Highway 427 Industrial Secondary Plan (Area 47)	22
4.7 Master Environmental Servicing Plan - Proposed Conceptual Realignment of Rainbow Creek	22
5. Overview of Access Options	24
5.1 Private Access Easement	24
5.2 Access to Arterial Road A2	25
5.3 Access to Cadetta Road	25
6. Alternative Solutions	26
6.1 Option 1: 'Do Nothing'	26
6.2 Option 2: 'Buy-out'	26
6.3 Option 3: Driveway Connection to Arterial Road A2	26
6.4 Option 4: Road Connection to Arterial Road A2	26
6.5 Option 5: Driveway Connection to Cadetta Road	28
6.5.1 Option 5A: Driveway Connection to Cadetta Road 'Elbow'	30
6.5.2 Option 5B: Driveway Connection to Cadetta Road Cul-de-sac	30
6.6 Option 6: Road Connection to Cadetta Road 'Elbow'	31
6.7 Option 7: Road Connection to Cadetta Road Cul-de-sac	32
7. Alternative Solution Screening & Evaluation	35
7.1 Screening Analysis	35
7.2 Evaluation Matrix	36
7.2.1 Alternative Planning Solution 4A & 4B: Road Connection to Arterial Road A2	39
7.2.2 Alternative Planning Solution 4A: Public Road Connection to Arterial Road A2	39
7.2.3 Alternative Planning Solution 4B: Private Road Connection to Arterial Road A2	40
7.2.4 Alternative Planning Solution 6A: Public Road Connection to Cadetta Road 'Elbow'	40
8. Preferred Solution	41
8.1 Implementation	41
9. Environmental Issues and Commitments	42
9.1 Mitigation	42
9.2 Monitoring	42
9.3 Commitment to Additional Work	42



9.3.1 Stormwater Management.....	42
9.3.2 Archaeological Assessment.....	42
9.3.3 Contamination Overview Study/ Environmental Site Assessment.....	42
9.3.4 Excess Soils.....	43
9.3.5 Hydrogeology.....	43
9.3.6 Geotechnical Investigation.....	43
9.3.7 Traffic Assessment.....	43
9.3.8 Utilities.....	43
9.3.9 Construction Staging.....	43
References.....	44
Appendix A. Consultation.....	45
A.1 Notice of Addendum.....	46
A.2 Stakeholder Correspondence & Comments.....	47
A.3 Consultation Meetings.....	48
Appendix B. Maps of Block Plan Area 47-3.....	51
Appendix C. Access Options from EA.....	52
Appendix D. Access Solution Preliminary Design Drawing and Swept Path Analysis.....	54



In-Text Figures

Figure 1-1: Class EA Study Area.....	10
Figure 2-1: Location of Subject Property Parcels.....	14
Figure 4-1: Project Area and Key Site Features.....	18
Figure 4-2: Existing TRCA Regulatory Area and Floodplain Limits.....	21
Figure 4-3: Proposed Conceptual Realignment of Rainbow Creek Corridor as Identified in the MESP (Aquafor Beech, 2016).....	23
Figure 5-1: Overview of Alternative Planning Options.....	24
Figure 6-1: Options 4A & 4B Conceptual Layout of a Service Road with Left-In, Right-In and Right-Out Access to Arterial Road A2.....	27
Figure 6-2: Options 5A & 5B Driveway Connection Options to Cadetta Road.....	29
Figure 6-3: Options 6A & 6B Extension of Road Access at ‘Elbow’ of Cadetta Road.....	31
Figure 6-4: Options 7A & 7B Extension of Existing Public Road at Cadetta Road Cul-de-sac.....	33

In-Text Tables

Table 3-1: Consultation Milestones.....	15
Table 3-2: Summary of Stakeholder Groups Notified of EA Addendum Study.....	16
Table 6-1: City of Brampton Standard Driveway Widths.....	29
Table 7-1: Alternative Option Screening Analysis.....	35
Table 7-2: Alternative Planning Solutions Evaluation Matrix.....	37



Executive Summary

The Regional Municipality of Peel (Region) and the City of Brampton (City) have undertaken an Addendum to the Schedule 'C' Municipal Class Environmental Assessment (Class EA) study for Arterial Roads within the Highway 427 Industrial Secondary Plan Area (Area 47) – Part 'A'.

The Class EA study was completed to consider options for road network improvements to support future growth. As a result, two (2) new arterial roads will be constructed between Clarkway Drive and Coleraine Drive, in the City of Brampton. However, through the course of the Class EA process, it was found that the development of the new roads, if unmitigated, would create land access issues for the property parcels south of the intersection of Arterial Road A2 and Coleraine Drive.

This Class EA Addendum Study was completed to evaluate options to mitigate these land access issues, and identify a preferred solution, while fulfilling the requirements of the Municipal Class Environmental Assessment process. The Region retained AtkinsRéalis to address the requirements of the Class EA Addendum Study as part of the Arterial Road A2 Detailed Design and Contract Administration Project. The Class EA Addendum Study was filed with the Municipal Clerk in April 2025 and placed on the public record for thirty (30) calendar days for review by Indigenous Communities, the public and review agencies. The Class EA Addendum Study was completed in April 2026.

Engagement and Consultation

Consultation for the Addendum Study included all Stakeholders identified during the Class EA Study, including Indigenous Nations and Organizations, Municipal Groups, Review Agencies, and members of the Public. Additional stakeholders were identified during the Class EA Addendum process, including directly impacted Landowners and Developers.

Stakeholders were issued the Notice of Addendum and requested to review the Addendum and provide input during the 30-day review period from March 20 to April 19, 2025. Directly impacted Landowners and Developer Groups were given additional consideration and engaged through direct discussion, correspondence and meetings with the Region of Peel and the City of Brampton.

Existing and Future Conditions

The Class EA Study Area is located in the Highway 427 Industrial Secondary Plan Area within the City of Brampton, in the Regional Municipality of Peel. The area of focus for the Class EA Addendum Study includes the land area south of the intersection of Arterial Road A2 and Coleraine Drive, extending south to Cadetta Road.

Development and Evaluation of Alternative Planning Solutions

The alternative planning solutions evaluated to resolve the property access issue included an option to 'do nothing', consideration of a land 'buy-out', and the development of new public or private routes which would connect to either the new Regional Arterial Road A2 or Cadetta Road, an existing road under the jurisdiction of the City of Brampton.



Description of Preferred Design

The preferred design includes a Public Road Connection to Arterial Road A2. It is proposed to be located approximately 250 metres (m) east of Coleraine Drive and approximately 350 metres (m) west of Highway 50. In accordance with the Region of Peel Median Opening Spacing guidelines, the intersection will provide Left-In/Right-In/Right-Out access.

This option minimizes potential impacts to businesses, property owners and the environment, while maintaining the provision of public right-of-way access to 10410 Coleraine Drive and 10514 Coleraine Drive. It will also avoid crossing the existing TransCanada PipeLine corridor, which avoids the potential risks associated with relocation and/or impact mitigation, which can introduce notable schedule and cost challenges.

Environmental Issues and Commitments

Natural Environment

The environmental impacts are considered normal impacts associated with roads construction. The established standard construction practices outlined as the mitigating measures will be incorporated in the contract documents. Should unforeseen environmental concerns and/or issues arise during the construction period, the appropriate ministry and agencies will be contacted, and appropriate measures will be taken to mitigate the environmental concerns / issues.

Monitoring

A monitoring program will be established based on the commitments made in the original ESR (WSP, 2022) to ensure that the mitigation measures are undertaken. The key impacts to the environment are the short-term impacts that require monitoring during construction. Standard construction practices will need to be complied with, including erosion and sedimentation control, dust and noise control, protection of existing vegetation, assurance of traffic safety and maintenance of traffic flow without causing unnecessary delays.

Commitments to Further Investigations

Commitments to further investigation during the detailed design stage are:

- Archaeological assessment;
- Contamination overview study/ Environmental Site Assessment;
- Excess soils study;
- Hydrogeology investigation;
- Geotechnical investigation;
- Traffic assessment;
- Utilities coordination and possible sub-surface utility engineering investigation;
- Stormwater management design;
- Landscape design;
- Property acquisition;
- Detailed cost estimate;
- Construction phases/implementation;
- Construction staging & detours; and
- Additional investigations identified by agencies



1. Introduction

The Regional Municipality of Peel (Region) and the City of Brampton (City) have undertaken an Addendum to the Schedule 'C' Municipal Class Environmental Assessment (Class EA) prepared for Arterial Roads within the Highway 427 Industrial Secondary Plan Area (Area 47) – Part 'A', located in the City of Brampton, Ontario. The Region has engaged AtkinsRéalis Canada Inc. (AtkinsRéalis) to undertake the preparation of the Addendum Study as part of the Arterial Road A2 Detailed Design and Contract Administration Project. The Addendum Study was initiated in April 2024 and was completed on May 19, 2025.

This Study has been prepared in support of the Class EA Addendum process, and has the following objectives:

- Describe the issue that requires an amendment to the original Environmental Study Report (ESR), and why the changes are needed;
- Document the Schedule 'C' Municipal Class EA Process;
- Document the Consultation and Engagement completed as part of the Class EA Addendum;
- Identify alternative solutions for addressing the issue;
- Provide a physical description of the project area and a general inventory of the natural, social, built and economic environments which are to be considered when reviewing the effects of a project in that area;
- Identify the magnitude of the net potential positive and negative impacts of the project;
- Identify mitigating measures;
- Evaluate alternative solutions;
- Identify preferred solution;
- Identify monitoring requirements; and
- Identify commitments to further study or investigation.

1.1 Background

The Regional Municipality of Peel (Region) and the City of Brampton (City) have undertaken a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Phases 3 & 4 study for Arterial Roads within the Highway 427 Industrial Secondary Plan Area (Area 47) to consider a wide range of options for transportation improvements to satisfy future capacity needs.

The City and Region retained WSP E&I Canada Limited (Formerly Wood Environment & Infrastructure Solutions) to address the requirements of the Class EA for Area 47. This study considered development, and commuter demands within Area 47 through provision of new, and expansion of existing, arterial roadways. Due to the complexity of the study area and related roadway improvements, the Class EA was divided into two parts, with Part 'A' undertaken by the Region, and Part 'B' undertaken by the City. The limits of Part 'A' and Part 'B' are shown in **Figure 1-1: Class EA Study Area**.





Figure 1-1: Class EA Study Area¹

Part 'A' of the Highway 427 Industrial Secondary Plan (Area 47) includes:

- The new north-south arterial road (Arterial Road A2), extending from Mayfield Road to the intersection of Major Mackenzie Drive and Regional Road 50; and,
- Coleraine Drive, extending south from Mayfield Road to Arterial Road A2.

As a result of the study, two (2) new arterial roads will be constructed between Clarkway Drive and Coleraine Drive. Arterial Road A2 will be a new north-south arterial that extends from Mayfield Road to the north, intersecting the new East-West Arterial Road, and terminating at the intersection of Major Mackenzie Drive and Highway 50 (Regional Road 50) to the south. The new East-West Arterial Road will create an east-west connection between The Gore Road and Coleraine Drive. The development of these new arterial roads and supporting improvements to the surrounding road network will provide additional capacity to improve transportation efficiency, improve congestion, and support expected future growth.

Through the course of the Class EA process, it was found that the development of Arterial Road A2 and the East-West Arterial Road from Coleraine Drive, if unmitigated, would create land access issues for the property parcels south of the intersection of Arterial Road A2 and Coleraine Drive. This was documented in the ESR (WSP, 2022) and detailed in the Secondary Plan Area (Area 47) *Access Management Report* (Wood, 2021) which is appended to the ESR.

¹ Source: Region of Peel Class EA website (<https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/arterial-roads-hwy-427.asp>). Accessed: May 24, 2024.

1.2 Previous Studies

The following studies have been completed for the Project area:

- *Municipal Class Environmental Assessment Schedule 'C' Environmental Study Report (ESR) for Highway 427 Industrial Secondary Plan (Area 47) – Part A.* (WSP, 2022).
- *Secondary Plan Area (Area 47) Access Management Report* (Wood, 2021) found in Appendix D-2 of the ESR.
- *City of Brampton Official Plan Amendment OP2006-105, Highway 427 Industrial Secondary Plan (Area 47), City of Brampton 2024 Official Plan* (City of Brampton, 2014).
- *Master Environmental Servicing Plan for Highway 427 Industrial Secondary Plan Area ("Area 47")* (Aquafor Beech, 2016).
- *Rainbow Creek Master Environmental Servicing Plan Addendum* (Savanta, 2019).

1.3 Municipal Class Environmental Assessment Planning Process

- A complete description of the Municipal Class Environmental Assessment process and requirements as they relate to the current Study is provided in the original Environmental Study Report (ESR) (WSP, 2022).

1.3.1 ESR Addendum

- Significant modifications to a project or the environmental setting of the project after the filing of the ESR require the preparation of an Addendum.
- This Addendum to the ESR documents the circumstances necessitating the change to the ESR, the environmental implications of the change, and what can and will be done to mitigate any negative environmental impacts.

1.3.2 Filing of the Addendum

- This Addendum will be filed with the ESR, and a Notice of Addendum is to be issued immediately to all potentially affected members of the public, Indigenous Communities and review agencies, as well as those who were notified in the preparation of the original ESR.

A review period of no less than thirty (30) days will be provided, during which comments will be received from stakeholders and agencies.

1.3.3 Section 16 Order

If members of the public, interest groups and/or government agencies feel that their concerns have not been addressed through the Class EA study process, a person or party may request the Ministry of Environment, Conservation and Parks (MECP) to make an order for the project to comply with Section 16 of the *Ontario Environmental Assessment Act* (referred to as a Section 16 Order).



Requests should be sent by April 19, 2025, in writing or by email to:

Ministry of the Environment, Conservation and Parks

777 Bay Street, 5th Floor

Toronto, ON M7A 2J3

minister.mecp@ontario.ca

AND

Director, Environmental Assessment Branch Ministry of the Environment, Conservation and Parks

135 St. Clair Avenue West, 1st Floor

Toronto, ON M4V 1P5

EABDirector@ontario.ca

Further detail regarding Section 16 Orders is provided in the ESR (WSP, 2022).

1.4 Study Organization

The Project Team consists of staff from the Region of Peel, City of Brampton and AtkinsRéalis Canada Inc. The proponent of the project is the Region of Peel.

- **Proponent:** Region of Peel
- **Co-Proponent:** City of Brampton
- **Consultant:** AtkinsRéalis Canada Inc.



2. Rationale for EA Addendum

As a result of the proposed realignment of Coleraine Drive, three (3) property parcels will be cut off from existing road access at Coleraine Drive. These parcels are located east of Rainbow Creek and south of the proposed intersection of Arterial Road A2 and Coleraine Drive.

Without mitigation, a lack of access to a public road has the potential to negatively impact property owners and businesses, as well as limit options for future land use. Therefore, it is in the interest of the Region, City and all stakeholders to identify a solution to address the access problem.

To maintain access to these land parcels, new access solution(s) would need to be developed prior to the construction of Arterial Road A2. The existing connections to Coleraine Drive will be available until such time that Arterial Road A2 is built, or the new Single-Point Urban Interchange (SPUI) interchange at Highway 50 (Regional Road 50) is built.

The subject parcels are shown in **Figure 2-1: Location of Subject Property Parcels**, and include parts of the following properties:

- **Parcel 1:** 10410 Coleraine Drive, PIN 14213-0074
- **Parcel 2:** 10514 Coleraine Drive, PIN 14213-0075
- **Parcel 3:** 10568 Coleraine Drive, PIN 14213-0078



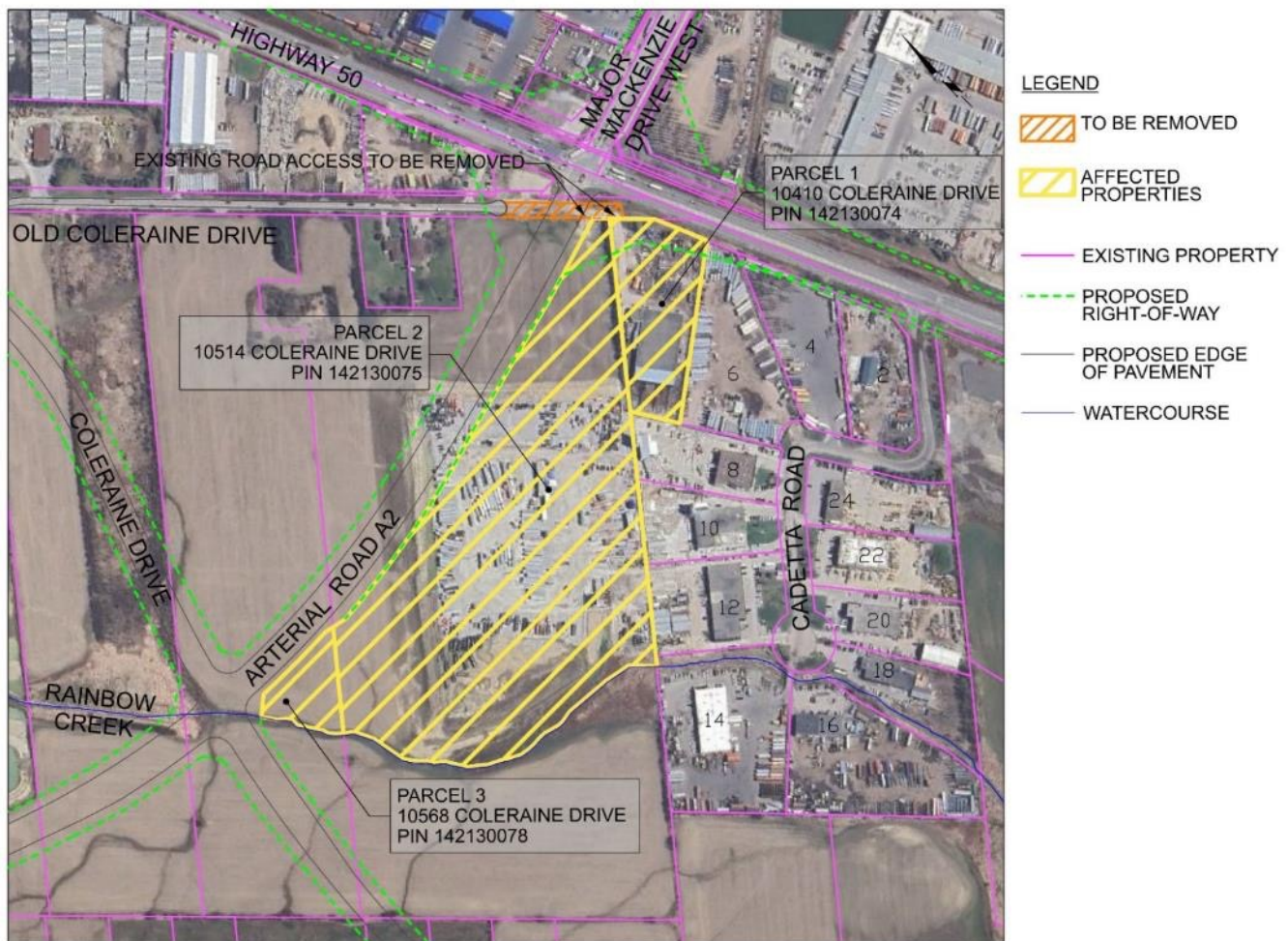


Figure 2-1: Location of Subject Property Parcels

This EA Addendum proposes options to address property access challenges for Parcels 1 and 2, located at 10410 Coleraine Drive and 10514 Coleraine Drive, respectively. Parcel 3, located at 10568 Coleraine Drive, has been excluded from this EA Addendum due to development constraints, including location within the City of Brampton's Natural Heritage System (NHS) area (Aquafor Beech, 2016) and limited parcel size.

2.1 Objective

The objectives of this EA Addendum are to:

1. **Identify alternative options** to address the property access issues anticipated due to arterial road development and related road improvements.
2. **Screen alternative options** for feasibility. Feasible options must:
 - i. Meet all applicable Region and City standards and requirements.
 - ii. Minimize negative impacts where possible, to natural, social, built and economic environments; and
 - iii. Provide road access to affected properties or equivalent alternative arrangements to resolve access issues.
3. **Evaluate alternative options.**
4. **Identify a preferred solution** in the interest of stakeholders, including the City, Region, landowners, and business owners.

3. Engagement & Consultation Summary

The consultation and engagement strategy for the Addendum to the ESR are as follows:

- Meet requirements of Ontario's Environmental Assessment Act;
- Notify stakeholders that an Addendum to the ESR has been issued as a result of changes to the project which have occurred since the filing of the ESR; and
- Provide opportunities for interested stakeholders to provide input and feedback on the update to the proposed project design.

3.1 Consultation Schedule

The ESR Addendum study was initiated in April 2024. Project consultation milestones are summarized in Table 3-1.

Table 3-1: Consultation Milestones

Consultation Event	Date
Start-up Meeting with the Region of Peel	April 9, 2024
Addendum to the ESR Filed	March 20, 2025
Notice of Addendum to the ESR Issued	
30-day review (comment) period	March 20 to April 19, 2025
30-day waiting period	April 19 to May 19, 2025

3.2 Stakeholders

Stakeholders for the Study addendum were identified, including all Stakeholders identified in the initial ESR as well as additional Stakeholders identified by the Region of Peel and the City of Brampton through the Study Addendum process. Identified stakeholder groups and review agencies are summarized in Table 3-2.



Table 3-2: Summary of Stakeholder Groups Notified of EA Addendum Study

Stakeholder Type	Name
Provincial Government	▪ Ontario Ministry of Natural Resources and Forestry (MNR); ▪ Ontario Ministry of the Environment, Conservation and Parks (MECP); ▪ Ontario Ministry of Tourism, Culture and Gaming (MTCG); and ▪ Ontario Ministry of Transportation (MTO).
Utilities	▪ TransCanada PipeLines Limited (TCPL); ▪ MHBC Planning Urban Design & Landscape Architecture (Representative for TCPL); ▪ Enbridge Gas Distribution Inc.; ▪ Alectra; ▪ Bell Canada; ▪ Rogers Communications; ▪ Acronym Solutions (formerly Rogers Telecon); and ▪ Municipal Operations Centre (Telecon).
Municipal Stakeholders	▪ The Region of Peel; ▪ The City of Brampton; ▪ Brampton Transit; ▪ York Region; ▪ The Town of Caledon; and ▪ The City of Vaughan.
Conservation Authorities	▪ Toronto and Region Conservation Authority (TRCA).
Indigenous Nations and Organizations	▪ Mississaugas of the Credit First Nation; ▪ Six Nations of the Grand River; ▪ Hiawatha First Nation; ▪ Haudenosaunee Development Institute (HDI); ▪ Métis Nation of Ontario; ▪ Mississaugas of Scugog Island First Nation; and ▪ Curve Lake First Nation.
Other	▪ Directly impacted Landowners and Developers in the Study Area. ▪ All other stakeholders identified in the original ESR.

3.2.1 Study Mailing List

A Project Mailing List was generated by AtkinsRéalis. It included all Stakeholder mailing and/or email addresses from the original ESR, as obtained from the Region of Peel. Additional contacts were added through the Addendum Study as identified by the Region of Peel and the City of Brampton. To respect privacy laws, the email list is not provided in the appendices.

3.3 Notice of Study Addendum

A Notice of Study Addendum, detailing the study area, summarizing the objectives of the study and requesting comments, was issued to stakeholders on March 20, 2025. A copy of the Notice of Study Addendum is included in Appendix A.1.

The Notice of Addendum and Study Addendum Technical Memorandum were also published on the Project websites (City of Brampton and Region of Peel) for public review, and a hard copy was made available at the Gore Meadows Library Branch, located at 10150 The Gore Road, in Brampton, Ontario.

The Notice of Addendum and Study Addendum Technical Memorandum were available for review and comments for a public review period of 30 calendar days, starting March 20, 2025, and ending on April 19, 2025.



3.4 Stakeholder Consultation

The stakeholder consultation completed for the Study Addendum is documented Appendix A.

Comments from and correspondence with stakeholders received during the 30-day public review period, including Indigenous Nations and Organizations, are documented in Appendix A.2.

3.4.1 Meetings with Landowners and Developers

Meetings with directly impacted Landowners and Developers in the Study Area, and including the City of Brampton, were initiated by the Region of Peel to address questions or concerns and investigate opportunities to best address these issues. The meetings were held either in-person or online between October 2024 and May 2025. The meetings provided a smaller forum for discussion and dialogue between the Project Team and stakeholders with specific interests. Refer to Appendix A.3 for details.



4. Project Area

The lands subject to the EA Addendum are located in the northeast area of the City of Brampton, within the Regional Municipality of Peel. They are bound by the proposed Arterial Road A2 to the north, Highway 50 (Regional Road 50) to the east, Rainbow Creek to the west, and developed properties on Cadetta Road to the south. The existing land use includes developed industrial land and rural / agricultural lands.

The parcels with affected access are shown in **Figure 4-1: Project Area and Key Site Features**, in relation to key features in the area. The proposed right-of-way allowance shown reflects the ultimate condition road layout from the ESR, including the right-of-way allowance required for the planned future development of a Single-Point Urban Interchange (SPUI) connection at Highway 50 (Regional Road 50) and Arterial Road A2, however, at this time the Region is only undertaking the ESR's proposed interim condition, an at-grade intersection design. A detailed description of the site area is provided in the ESR (WSP, 2022).

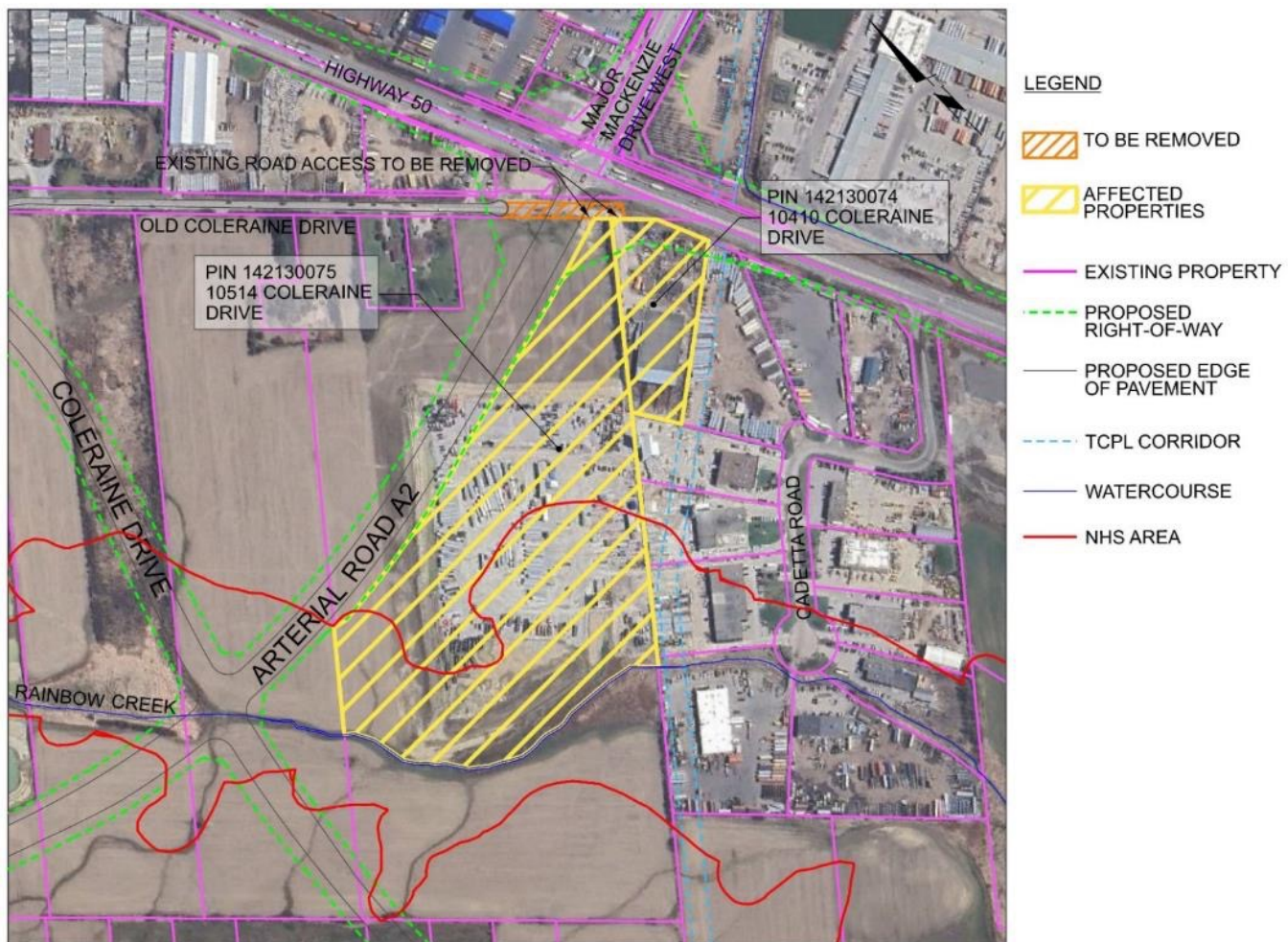


Figure 4-1: Project Area and Key Site Features^{2,3}

² Site imagery obtained from Google Earth. Imagery dated 2024-04-09.

³ NHS Area obtained from City of Brampton Open Data Mapping.



The land parcels with affected accesses are described as follows:

Parcel 1: 10410 Coleraine Drive

- PIN 14213-0074
- Subject area: approximately 1.33 hectares (ha)
- Existing access via Coleraine Drive
- Existing industrial land use
- Zoning: Industrial, M1A-1510

The property parcel at 10410 Coleraine Drive was created as the result of a City approved Plan of Subdivision and supports existing industrial land use at the site. The existing road access to the site is via Coleraine Drive, which was approved by the City of Brampton through an approved Plan of Subdivision.

It should be noted that Coleraine Drive does not support truck traffic, due to City of Brampton Heavy Vehicle Restrictions^{4,5}. Therefore, trucks are only permitted to enter and exit this site via Highway 50 (Regional Road 50).

Parcel 2: 10514 Coleraine Drive

- PIN 14213-0075
- Subject area: approximately 8.78 ha
- Existing access via Coleraine Drive
- Existing agricultural/ rural land use, industrial storage
- Zoning: Agricultural, A

10514 Coleraine Drive is currently zoned for agricultural/ rural land use. City Planning pre-consultation records⁶ indicate that the landowner proposes to change the current zoning to Industrial, among other proposed modifications to the site. The legacy rural access to the site is via Coleraine Drive.

4.1 Existing Road Network

There are existing legacy rural accesses on Coleraine Drive for both 10410 Coleraine Drive and 10514 Coleraine Drive.

Per Schedule XI of the City of Brampton's General Traffic By-law 93-93⁷ and the City of Brampton's Heavy Vehicle Restrictions mapping⁸ (based on Schedule XI of the General Traffic By-law), no heavy vehicles are permitted anytime on either Cadetta Road or the existing alignment of Coleraine Drive between Mayfield Road and Highway 50 (Regional Road 50).

4 City of Brampton General Traffic By-law No. 93-93, Schedule XI, Accessed 2024-12-17. <https://www.brampton.ca/EN/City-Hall/Bylaws/Traffic%20ByLaws/9393S11.pdf>

5 City of Brampton Heavy Vehicle Restrictions Map, Accessed 2024-12-17. <https://geohub.brampton.ca/pages/maps-transportation>

6 City of Brampton File PRE-2023-0082, Accessed 2024-12-17. <https://planning.brampton.ca/CitizenAccess/Cap/CapDetail.aspx?Module=Planning&TabName=Planning&capID1=REC23&capID2=00000&capID3=000D1&agencyCode=BRAMPTON&IsToShowInspection=1>

7 City of Brampton General Traffic By-law No. 93-93, Schedule XI, Accessed 2024-12-17. <https://www.brampton.ca/EN/City-Hall/Bylaws/Traffic%20ByLaws/9393S11.pdf>

8 City of Brampton Heavy Vehicle Restrictions Map, Accessed 2024-12-17. <https://geohub.brampton.ca/pages/maps-transportation>



4.2 TransCanada Pipeline Corridor

An existing easement in favour of TransCanada Pipeline Limited (TCPL) is located along the southern boundary of the subject parcels. The easement contains two (2) TCPL pipelines and one (1) Enbridge 2193914 Canada Limited operated pipeline.

All proposed works within the TCPL Corridor require coordination with these utility companies to assess and mitigate any potential impacts in accordance with the National Energy Board's Pipeline Safety Act⁹. This federally regulated pipeline statute requires consent of pipeline operators prior to crossing or disturbing ground near pipelines.

It is anticipated that any works encroaching on the TCPL Corridor easement may introduce very significant cost and scheduling challenges, particularly if pipeline work is required.

4.3 Natural Features

The subject area is partially located within the City of Brampton Natural Heritage System (NHS) area. The NHS is generally defined by the Regulatory Floodplain plus a 10 metre (m) environmental buffer. Development within the NHS is generally not permitted per TRCA and City policies.

4.4 Hydrology

The subject area is located within the Rainbow Creek Subwatershed of the Humber River. It is located within the jurisdiction of the Toronto and Region Conservation Authority (TRCA), and the final outlet is Lake Ontario. A portion of the subject land parcels is located within the TRCA Regulated Area **Figure 4-2: Existing TRCA Regulatory Area and Floodplain Limits**. The Regulation Limit is generally located at or just outside of the Regulated Floodplain. All development within the Regulated Area is subject to approval under *O.Reg. 41/24*, to prevent negative impacts to adjacent properties and downstream receptors, such as flooding.

9 National Energy Board Pipeline Safety Act, https://laws-lois.justice.gc.ca/eng/annualstatutes/2015_21/FullText.html

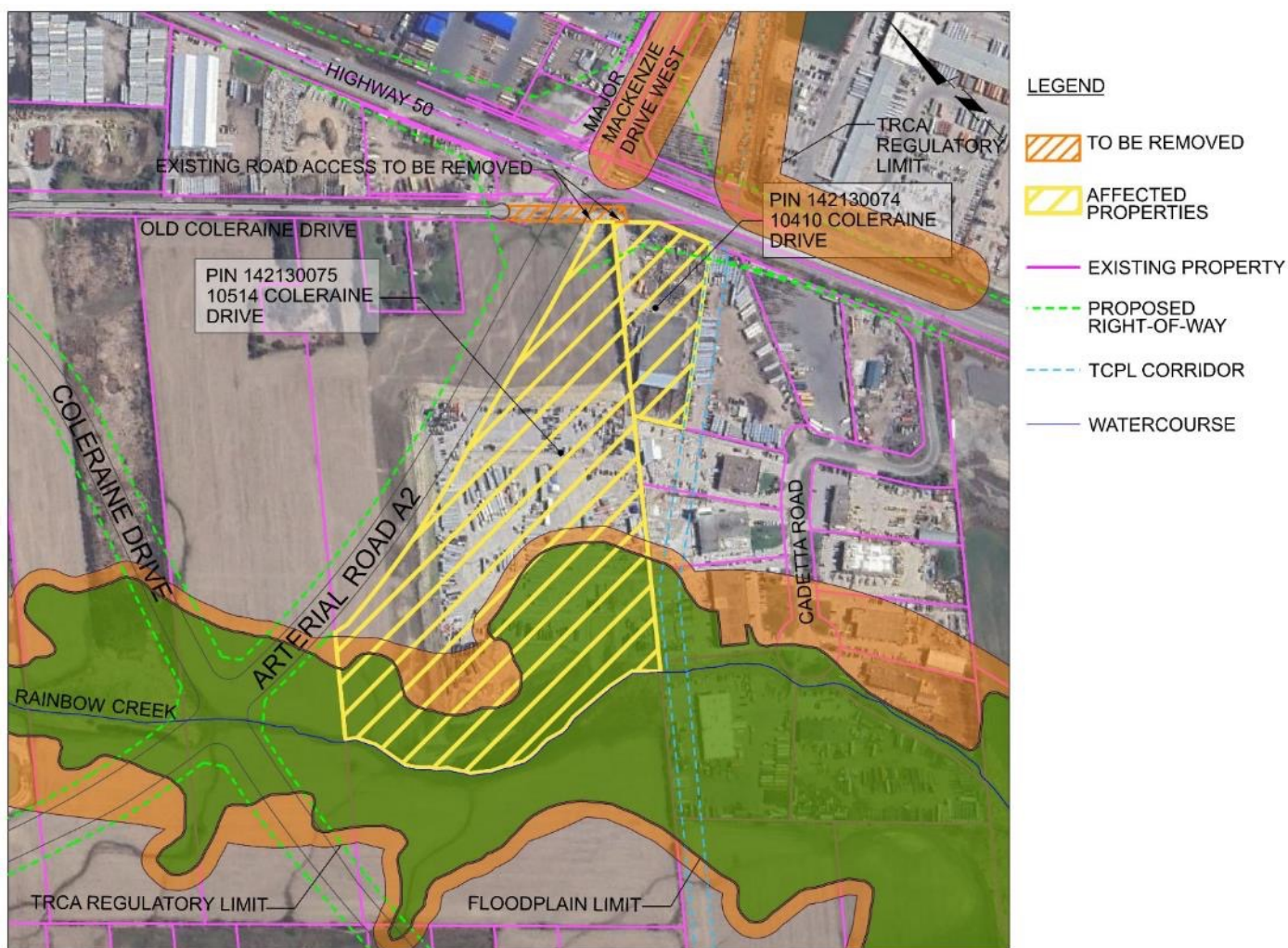


Figure 4-2: Existing TRCA Regulatory Area and Floodplain Limits¹⁰

4.5 Development Limits

Per City and TRCA policies, development is setback from the greater of the environmental hazards, contiguous vegetation (dripline), plus a minimum 10 m horizontal and 0.5 m vertical environmental buffer. In the project area, the development limit is generally defined by the NHS area (Aquafor Beech, 2016).

¹⁰ TRCA Regulatory Area and Floodplain Limits obtained from Existing TRCA Regulated Area and Flood Plain Mapping.

4.6 City of Brampton Official Plan & Highway 427 Industrial Secondary Plan (Area 47)

The site area comprises part of Block Plan Area 47-3 within the City of Brampton Official Plan's Highway 427 Industrial Secondary Plan (Area 47). The Highway 427 Industrial Secondary Plan Area lands are comprised of approximately 1,200 ha in northeast Brampton, and are generally bounded by Mayfield Road to the north, Castlemore Road to the south, Highway 50 (Regional Road 50) to the east and The Gore Road to the west. The general land use designation in the area is considered industrial. A map of Area 47, including Block Plan Area 47-3, is provided in Appendix B.

The City of Brampton Official Plan highlights the importance of collaboration and coordination with respect to cross-boundary planning matters, such as transportation and sewer and water infrastructure, as appropriate. In particular, Secondary Plan Area 47 requires a viable long term transportation solution to provide sufficient transportation capacity to enable these areas to be fully developed for urban uses (City of Brampton, 2014).

4.7 Master Environmental Servicing Plan - Proposed Conceptual Realignment of Rainbow Creek

A conceptual realignment of Rainbow Creek was proposed in the Master Environmental Servicing Plan (MESP) for Highway 427 Industrial Secondary Plan Area ("Area 47") (Aquafor Beech, 2016). The realignment was endorsed by landowners at Cadetta Road and presented as an opportunity to achieve land use efficiencies while restoring and enhancing ecological features. Under existing conditions, the Rainbow Creek Regional Storm floodplain is very flat and shallow at the industrial development at Cadetta Road. The proposed realignment would shift the existing creek at Cadetta Road further west and create a better-defined stream and valley corridor system with a consistent corridor width of approximately 100 m, with a 10 m buffer on each side. It also has the potential to improve public safety by reducing the floodplain footprint within developed areas. The approximate location of the conceptual realignment of Rainbow Creek in relation to the subject properties is shown in **Figure 4-3: Proposed Conceptual Realignment of Rainbow Creek Corridor as Identified in the MESP (Aquafor Beech, 2016).**



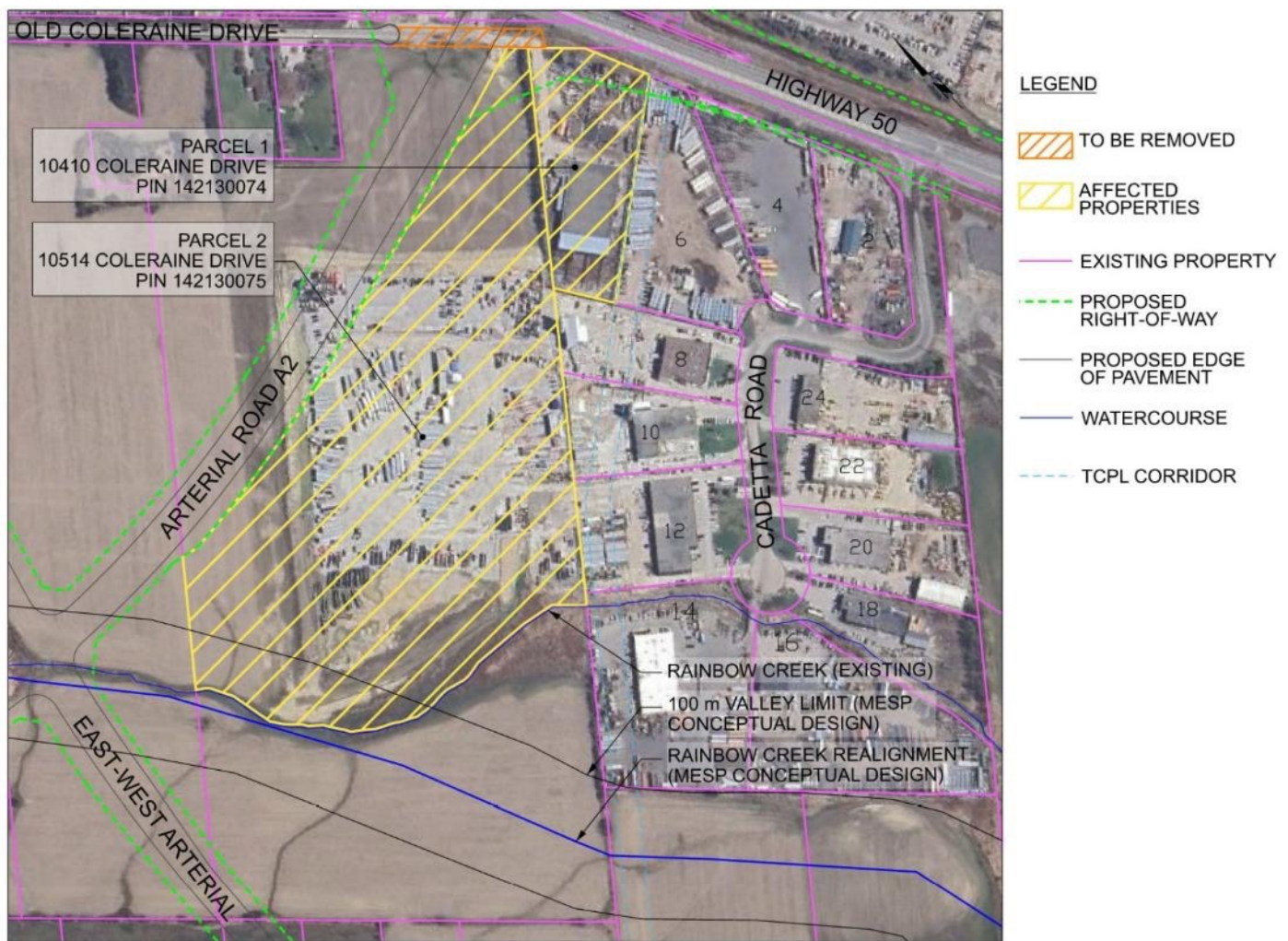


Figure 4-3: Proposed Conceptual Realignment of Rainbow Creek Corridor as Identified in the MESP (Aquafor Beech, 2016).

The proposed realignment of Rainbow Creek would require realignment works beyond the current study limits and Secondary Plan 47 area and would impact property in addition those already considered as part of this assessment. As a result, it would require participation and cooperation from multiple landowners, many of which are not affected by this EA Addendum.

Additional studies would be required to demonstrate alignment with applicable environmental regulations and objectives as well as to confirm and refine the design, prior to reviews and approvals. Studies may include, but are not limited to, hydraulic modelling, grading plans, technical analyses to confirm that the proposed realignment will safely convey the complete range of expected flood flows, preserve existing flood storage volumes, as well as confirm that NHS coverage targets are met. Cooperation and/or approvals would be required from stakeholders including the City, TRCA, the Region, the Department of Fisheries and Oceans (DFO) and the Ontario Ministry of Transportation (MTO) (within the Highway 427 corridor).

Currently, the proposed realignment of Rainbow Creek Corridor presented in the MESP is a concept only. Due to the extensive studies and approvals required to implement the design, as well as dependency on the organization and initiative of multiple private landowners, it is not considered feasible to implement access solutions which would be dependent on the creek realignment design as identified in the MESP (Aquafor Beech, 2016).

5. Overview of Access Options

In order to meet the requirements of the Class EA process, several alternatives were considered to address the land access issues within the study area **Figure 5-1: Overview of Alternative Planning Options**.

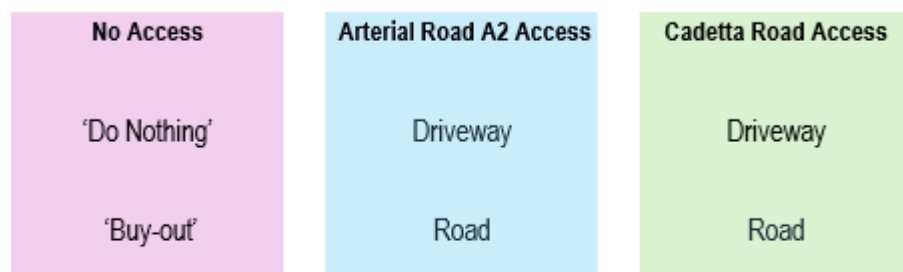


Figure 5-1: Overview of Alternative Planning Options

These options included an option to 'do nothing', consider a 'buy-out' of land, and land access via private driveways (for each property), and either public or private road access. Driveway and road access to both Arterial Road A2 and Cadetta Road were considered.

With the exception of the 'Do Nothing' option, the alternative planning solutions can be further categorized into either "municipally initiated" or 'landowner initiated' options. The 'Buy-out' option would be a municipally initiated option. Driveway connections (for each property) would be landowner initiated. Road connections to either Arterial Road A2 or Cadetta Road could be developed as either public roads (municipally initiated) or private roads (landowner initiated).

5.1 Private Access Easement

In the absence of a technical solution initiated by the City of Brampton and the Region of Peel, private access easements through an adjoining property or lot may be obtained by landowners or developers under the City's Tertiary Planning process.

In accordance with the Region of Peel and the City of Brampton's Highway 427 Industrial Secondary Plan Area 47 Sections 5.2.9.6 and 7.2.2, the City expects detailed development concept or tertiary plans as described here:

"The City may require the submission of a detailed development concept or Tertiary Plan, as part of a planning application, to demonstrate how lands within the Logistic/Warehouse/Transportation designation can be comprehensively developed to the satisfaction of the City and the Region of Peel."

And

"A Block Plan for the residential lands, or a Tertiary Plan with respect to employment lands, that are outside of the Corridor Protection Area shall demonstrate through the submission of a transportation study, among other means, to the satisfaction of the City and the Region that a comprehensive road network, access and servicing plan can be accommodated, or can be reserved, in the Block Plan or Tertiary Plan, as appropriate, that will effectively integrate development and accommodate improvements to the internal and external road networks."

Along with these provisions, the Region has the ability to require landowners to show how their development fits into road networks and gain access to local and regional roads. The approval authority of the Region through tertiary plans and the Region's own access powers would allow the Region to require shared accesses in order to consolidate accesses in a safe manner.

This option would allow landowners to initiate their own easement requests, noting that the initiating landowner can only request the cooperation of another landowner to facilitate access (i.e., the initiating owner cannot force another owner to cooperate). However, it would also require additional time and effort to satisfy planning requirements at the expense of the landowners.

Approval would be contingent on the landowner meeting all necessary requirements. As a result, timing of review and approval can vary greatly. Approval may be delayed if there are any information gaps or additional requirements to be met. This could potentially result in restricted land access for landowners and businesses if easement approval and construction is not completed prior to the start of Arterial Road A2 construction.

Private access easements also have the potential to impact additional landowner(s), in addition to the owners of the subject parcels. One access point may not provide suitable access to both subject properties. This would either require an additional easement, which may not be aligned with the City and Region's planning objectives or accepting an access easement which does not provide suitable access to one or both properties.

Depending on the location of the requested easement(s), impacts to the City of Brampton Natural Heritage System area and the TRCA Regulated Area may require mitigation. Development within these lands may have additional unintended impact on the ecosystem as well as the Rainbow Creek floodplain. All development within the TRCA Regulation Limit requires additional studies, permit(s) and approvals to demonstrate the mitigation of flood and environmental impacts.

5.2 Access to Arterial Road A2

Options for connecting the property parcels to the north via direct driveway connections from each subject property to Arterial Road A2 were evaluated as part of the ESR. It provided a preliminary recommendation that no accesses should be granted on Arterial Road A2 between the intersection of Arterial Road A2 and Coleraine Drive and the SPUI at Highway 50 due to the expected volume and capacity of this roadway. However, the ESR advised that these recommendations should not be considered final as the City and the Region will have final authority regarding access permits. Therefore, property access via Arterial Road A2 was re-evaluated as part of this EA Addendum.

The Region's Controlled Access By-Law 62-2013, references intersection spacing requirements per the Regional Road Characterization Study (2013). Based on these requirements, a Left-In/Right-In/Right-out access is permitted with a minimum spacing of 225 m between the access and adjacent accesses on Arterial Road A2 (Arterial Road A2 is characterized as an Industrial Collector).

While access to major arterial roads from commercial, industrial or residential properties is discouraged in favour of indirect access via local roads, per TAC Guidelines, road access to major arterials may be permitted based on site-specific design and evaluation to ensure safety and geometric standards are met. In these cases, careful consideration should be given to the design of the intersection and its spacing to adjacent signalized locations, turning ability, and horizontal and vertical sight distance should be checked to ensure that the configuration will promote collision free operation. The alignment and layout must provide functional and safe access for all road users and accommodate the turning paths of the design vehicles for the permitted turns. The ability of a Left-In/Right-In/Right-out access to function safely and provide a reasonable level of service to the adjacent land is primarily dependent on the design of the service road terminus, in consideration of the predicted traffic volumes and vehicle types. (TAC, 2017).

Depending on the layout, sight line restrictions at a service road access may create safety concerns. In addition, the multi-use path along Arterial Road A2 will pass through the service road access which will create additional conflict points between path users and vehicles accessing the service road.

5.3 Access to Cadetta Road

Access options for connecting to Cadetta Road were also considered as part of the ESR. These options included two (2) road connections extending south from the property parcels and through existing developed property on Cadetta Road to connect to the cul-de-sac of Cadetta Road, or the 'elbow' of Cadetta Road (Wood, 2021). These conceptual options, as presented in the ESR, are shown in Appendix C.

Of these two suggestions, the ESR concluded that connection to the cul-de-sac would only be applicable if the landlocked property on the east corner was consolidated with the property immediately to the south of it, otherwise, the connection to the corner of Cadetta Road would be able to facilitate the access to both landlocked properties. These options would both cross the existing TCPL Corridor.



6. Alternative Solutions

The following specific alternatives were assessed and evaluated to address the land access challenges within the study area:

- Alternative Planning Solution 1 – ‘Do Nothing’;
- Alternative Planning Solution 2 – ‘Buy-out’;
- Alternative Planning Solution 3 – Driveway Connection to Arterial Road A2;
- Alternative Planning Solution 4 – Road Connection to Arterial Road A2;
- Alternative Planning Solution 5 – Driveway Connection to Cadetta Road;
- Alternative Planning Solution 6 – Road Connection at Cadetta Road ‘Elbow’; and
- Alternative Planning Solution 7 – Road Connection at Cadetta Road Cul-de-sac.

6.1 Option 1: ‘Do Nothing’

Under the ‘Do Nothing’ alternative solution, no measures would be initiated by the co-proponents, the City of Brampton and the Region of Peel, to provide ongoing legal municipal road access to the subject property parcels.

Section 35 of the Municipal Act states that a municipality may pass by-laws removing or restricting common law right of passage by the public over a highway and the common law right of access to the highway by an owner of land abutting a highway (Municipal Act, S.O. 2001, c.25, s.35).

This alternative does not address the study rationale or stakeholder concerns. Therefore, it is not considered a reasonable solution and has been eliminated from further consideration.

6.2 Option 2: ‘Buy-out’

Under this option, no access to the two (2) subject parcels would be provided or facilitated by the Region or City. Instead, the subject land parcels would be purchased from the private landowners, with ownership transferred to the City and/or Region.

6.3 Option 3: Driveway Connection to Arterial Road A2

Driveway connections from each of the two (2) parcels with access challenges to Arterial Road A2 were considered as an option to address the access challenges.

It is not feasible to provide access to the two (2) parcels and meet the required minimum 225 m spacing between the driveways and the proposed intersections on Arterial Road A2 per the Region’s Controlled Access By-Law 62-2013. However, a single driveway can be provided to 10514 Coleraine Drive that meets the Region’s access spacing requirements.

The connection is not considered feasible as it does not comply with the Region’s Controlled Access By-Law 62-2013. Therefore, it is not considered a reasonable solution and has been eliminated from further consideration.

6.4 Option 4: Road Connection to Arterial Road A2

It may be feasible to facilitate land access through the construction of a service road connection to Arterial Road A2. Two (2) alternatives for road access to the subject parcels from Arterial Road A2 have been considered, and include:

- **Option 4A:** A public road connection to Arterial Road A2; and
- **Option 4B:** A private road connection at the same location.

Option 4A, a public service road connection through 10514 Coleraine Drive to Arterial Road A2, would be anticipated to include a 10 m wide road and a 1.5 m wide sidewalk within a 23 m right-of-way, based on the City’s standard road cross-section for a minor collector or industrial road (City of Brampton Standard Drawings 202 and 214).



Refer to **Figure 6-1: Options 4A & 4B Conceptual Layout of a Service Road with Left-In, Right-In and Right-Out Access to Arterial Road A2** for the conceptual layout of a public service road located mid-block on Arterial Road A2 between the intersections at Coleraine Drive and Highway 50 (Regional Road 50).

Option 4B is a private service road connection through 10514 Coleraine Drive to Arterial Road A2, with approximately the same general layout as public service road option (Option 4A). However, the right-of-way width would be reduced to approximately 10 m along the length of the roadway, and would not include a sidewalk, minimizing the land area impacted. Although there would be no space for a sidewalk within the private right-of-way, the directly adjacent Arterial Road A2 right-of-way does provision for a multi-use path along both sides, which would be expected to serve both rights-of-way for active transportation purposes, provided safe crossings/connections were made available.

The service road is proposed near the proposed Arterial Road A2 right-of-way limit to minimize impact on the existing and future use and operation of the site and to help realize shared benefits of the adjacent Arterial Road A2 right-of-way such as possible shared use of Arterial Road A2 multi-use path and utility services.

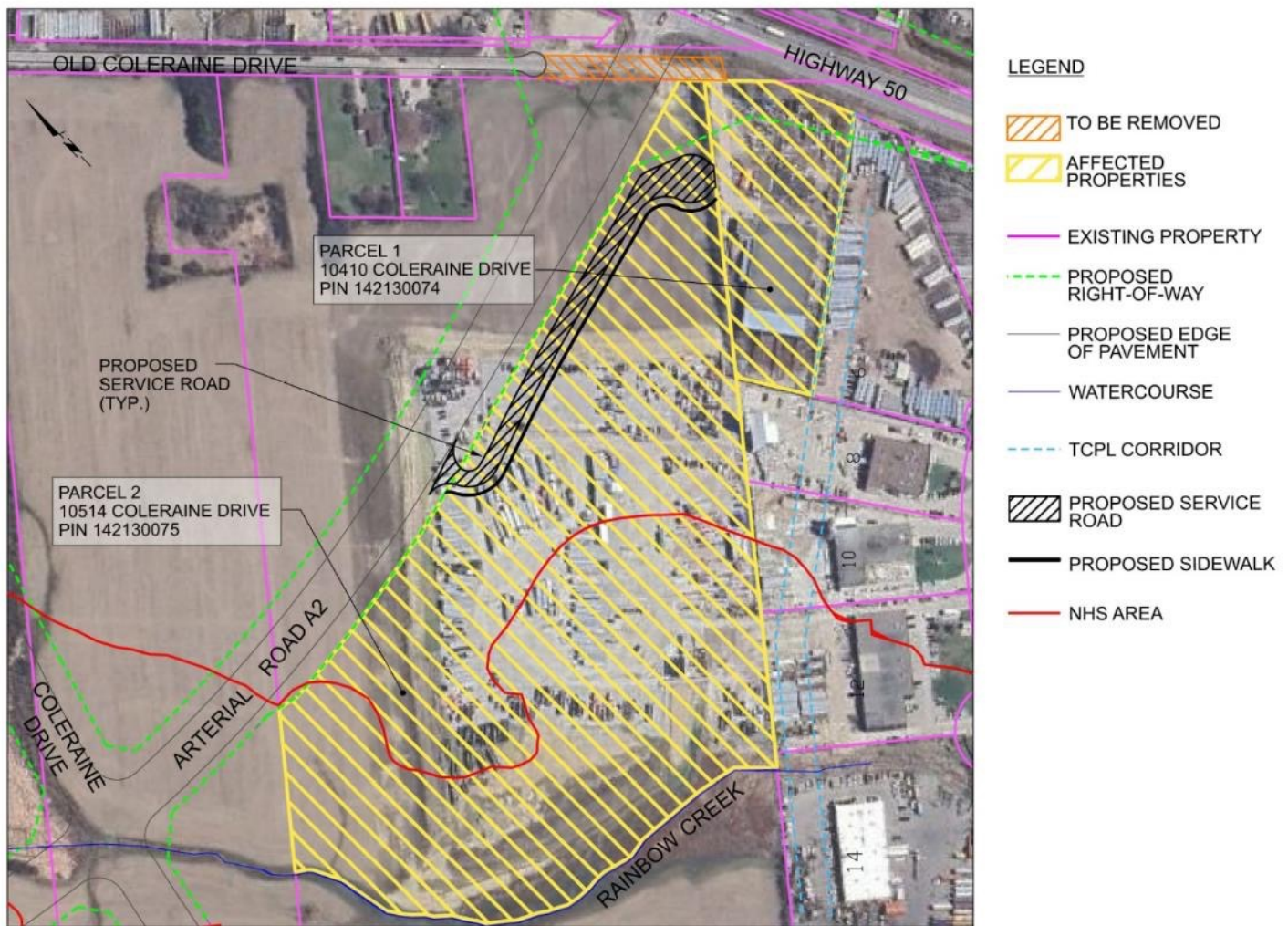


Figure 6-1: Options 4A & 4B Conceptual Layout of a Service Road with Left-In, Right-In and Right-Out Access to Arterial Road A2

A service road connection through 10514 Coleraine Road to Arterial Road A2 may be feasible based on the requirements of the Region's Controlled Access By-Law, provided that the alignment and layout provide functional and safe access for all road users and accommodate the turning paths of the design vehicles for the permitted turns. In the event that the lands at 10514 Coleraine Drive are ever subdivided, the service road connection may provide additional accesses to Arterial Road A2.

In both cases (i.e., public and private road options) a partial-movement opening (Left-In/Right-In/Right-Out) is recommended to allow left turns to be made from the arterial road into the property, and prevent the counterpart left turn from the access onto Arterial Road A2. The ability of the Left-In/Right-In/Right-Out service road to function safely and provide a reasonable level of service to the adjacent land is primarily dependent on the design of the service road terminus, in consideration of the predicted traffic volumes and vehicle types. (TAC, 2017).

Recommendations for the provision of auxiliary lanes and storage based the characterization of Arterial Road A2 as an 'Industrial Connector' are provided in the Regional Road Characterization Study (2013). Benefits of auxiliary lanes for drivers on arterial roads include continuous travel speeds and improved safety due to the separation of the slowing and turning vehicles from the through travel lanes, and reduce rear-end collisions (Region of Peel, 2013).

In order to facilitate an access at Arterial Road A2, the currently proposed multi-use path along Arterial Road A2 would need to cross the access, creating a potential conflict point between path users and vehicles accessing the service road. This is a similar case to any driveway access, and risks can be mitigated by implementing appropriate design measures.

A service road connection to Arterial Road A2 would require further land acquisition from 10514 Coleraine Drive. This represents an additional cost for the City / Region and reduces the area of developable or useable land for the landowner.

The proposed service road is not located within the City of Brampton NHS area or TRCA Regulated Area. As a result, impacts to the natural environment or flood impacts are not anticipated.

Also, coordination with the TransCanada Pipeline will not be required because the service road will not cross the TCPL Corridor.

A service road may limit options for future widening and/or improvements to Arterial Road A2 due to space limitations. Any possible future improvements of Arterial Road A2 should be taken into consideration when selecting the widths of the outer separation and median areas. The proposed conceptual layouts included in this memorandum include the proposed ultimate right-of-way condition identified in the ESR, which accommodates the planned future Single-Point Urban Interchange (SPUI) connection at Highway 50 (Regional Road 50) and Arterial Road A2. No additional requirements for future widening of Arterial Road A2 were identified.

6.5 Option 5: Driveway Connection to Cadetta Road

Two (2) new driveway alternatives to access the subject parcels from the south via Cadetta Road have been re-evaluated. These options shown in **Figure 6-2: Options 5A & 5B Driveway Connection Options to Cadetta Road** and include:

- **Option 5A:** A private driveway connection to Cadetta Road 'elbow'; and
- **Option 5B:** A private driveway connection to Cadetta Road cul-de-sac.



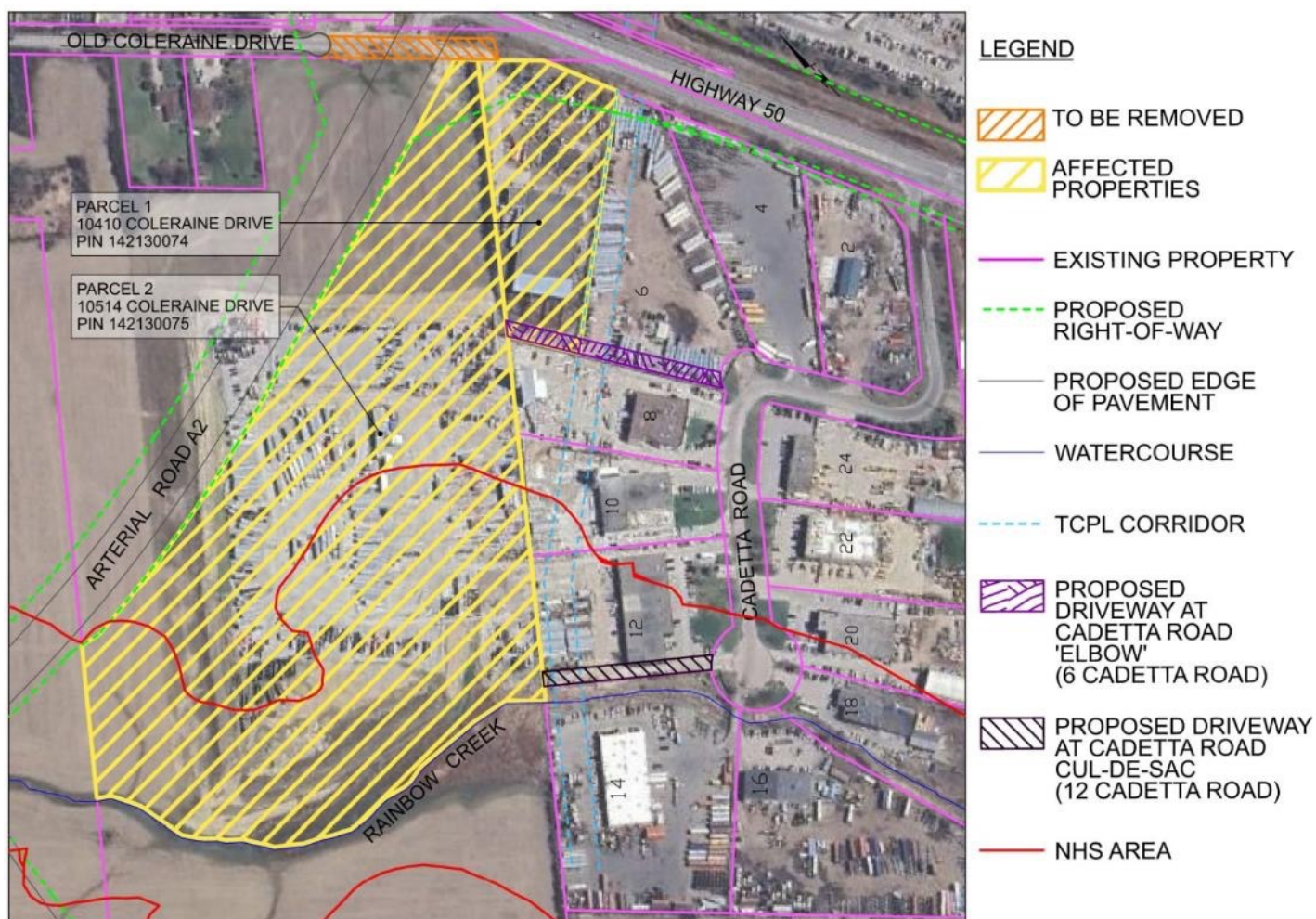


Figure 6-2: Options 5A & 5B Driveway Connection Options to Cadetta Road

In general, the maximum permitted driveway widths by the City of Brampton are based on property width. However, irregular, pie shaped or corner lots may have exceptions. Standards for driveway width are summarized in Table 6-1.

Table 6-1: City of Brampton Standard Driveway Widths

Property Width	Driveway Width
Less than 8.23 m (27')	No wider than 4.9 m (16')
8.23 m (27') to 9.14 m (30')	No wider than 5.2 m (17')
9.14 m (30') to 15.24 m (50')	No wider than 6.71 m (22')
15.24 m (50') to 18.3 m (60')	No wider than 7.32 m (24')
Greater than 18.3 m (60')	No wider than 9.14 m (30') or the width of the garage (whichever is greater)
Driveways on the side lot line of any lot	No wider than 6.71 m (22') or the width of the garage (whichever is greater). Minimum 0.6 m from side lot line.

Source: https://www.brampton.ca/EN/residents/By-Law-Enforcement/pages/driveways.aspx#:~:text=Property%20Width&text=*For%20driveways%20on%20the%20side,lot%20with%20an%20irregular%20shapeB

6.5.1 Option 5A: Driveway Connection to Cadetta Road ‘Elbow’

A new private driveway connection at the Cadetta Road ‘elbow’ could potentially be located at the west lot line of 6 Cadetta Road **Figure 6-2: Options 5A & 5B Driveway Connection Options to Cadetta Road**. The driveway would provide direct access to the south lot line of 10514 Coleraine Drive and the west lot line of 10410 Coleraine Drive (at the rear of the existing building).

Currently the existing access to 10410 Coleraine Drive is at the east side of the property along the frontage of Coleraine Drive. The access point created with the private driveway connection would be located at the west lot line, at the rear of the building. The Option 5A location does not meet the existing access needs of the property. 10410 Coleraine Drive has large equipment that would prevent access at this location. As a result, access would require going around through the larger land-locked parcel at 10514 Coleraine Drive to access the current property frontage. To meet the current access needs of the property, access would be best provided near the existing frontage on the east side, as opposed to the west side.

While situating the private driveway at the property lot line limits the permitted width of the access to 6.71 m based on the City of Brampton standard, it is typically preferred over a driveway bisecting the property as it generally has the lowest potential to impact current and future use and operation of the site containing the access. However, this may impact traffic in and out of the driveway, particularly if large vehicle access is required.

A private driveway connection from the ‘elbow’ at Cadetta Road would impact the property at 6 Cadetta Road, in addition to the two subject parcels already impacted by the development of the arterial roads. It would also occupy land at 10410 Coleraine Drive and 10514 Coleraine Drive, reducing the potential developable area.

The private driveway connection would cross the existing TCPL Corridor at 6 Cadetta Road. Further coordination with the utility would be required to assess and mitigate any potential impacts.

The private driveway location is not located within the City of Brampton NHS area or TRCA Regulation limit. As a result, impacts to the natural environment or flood impacts are not anticipated.

6.5.2 Option 5B: Driveway Connection to Cadetta Road Cul-de-sac

A private driveway connection from the Cadetta Road cul-de-sac could potentially be located along the west lot line of 12 Cadetta Road **Figure 6-2: Options 5A & 5B Driveway Connection Options to Cadetta Road**.

While situating the private driveway at the property lot line limits the permitted width of the access to 6.71 m based on the City of Brampton standard, it is typically preferred over a driveway bisecting the property as it generally has the lowest potential to impact current and future use and operation of the site containing the access. However, this may impact traffic in and out of the driveway, particularly if large vehicle access is required.

A private driveway connection from the cul-de-sac would impact the property at 12 Cadetta Road, in addition to the two subject parcels already impacted by the development of the arterial roads. It would also occupy land at 10514 Coleraine Drive, reducing the potential developable area.

The driveway would not facilitate access to both affected parcels, it would only provide access to 10514 Coleraine Drive.

The private driveway connection would cross the existing TCPL Corridor at 12 Cadetta Road. Further coordination with the utility would be required to assess and mitigate any potential impacts.

The driveway connection would also be located within the City of Brampton Natural Heritage System (NHS) Area, the TRCA Regulated Area and floodplain. Development within the NHS is generally not permitted per TRCA and City policies. Development within these lands may have additional unintended impacts on the ecosystem as well as the floodplain. All development within the TRCA Regulation Limit requires additional studies, permit(s) and approvals to demonstrate mitigation of flood and environmental impacts.

This option does not meet the study objective of meeting all applicable City standards and requirements, since development within the floodplain and NHS area is generally not permitted. It also does not address both affected parcels, as it only provides access to 10514 Coleraine Drive. Therefore, it is not considered a reasonable solution and has been eliminated from further consideration.



6.6 Option 6: Road Connection to Cadetta Road ‘Elbow’

A new road extending from the ‘elbow’ of Cadetta Road was considered to provide access to the subject property parcels. The options considered included:

- **Option 6A:** Public road connection to Cadetta Road ‘elbow’; and,
- **Option 6B:** A private road at the same location.

Option 6A would be an extension of the existing municipal road at the ‘elbow’ of Cadetta Road. It would be anticipated to include a 10 m wide road and a 1.5 m wide sidewalk within a 23 m right-of-way. Refer to **Figure 6-3: Options 6A & 6B Extension of Road Access at ‘Elbow’ of Cadetta Road** for the conceptual layout.

Option 6B is a private road with approximately the same location and general layout as the municipal road option (Option 6A). However, the right-of-way width would be reduced to approximately 10 m along the length of the roadway, and would not include a sidewalk, minimizing the land area impacted.

The new road is proposed to extend along the existing east lot line and proposed Arterial Road A2 right-of-way at 6 Cadetta Road and 10410 Coleraine Drive to 10514 Coleraine Drive. It would provide direct access to both subject parcels at 10410 Coleraine Drive and 10514 Coleraine Drive **Figure 6-3: Options 6A & 6B Extension of Road Access at ‘Elbow’ of Cadetta Road**.

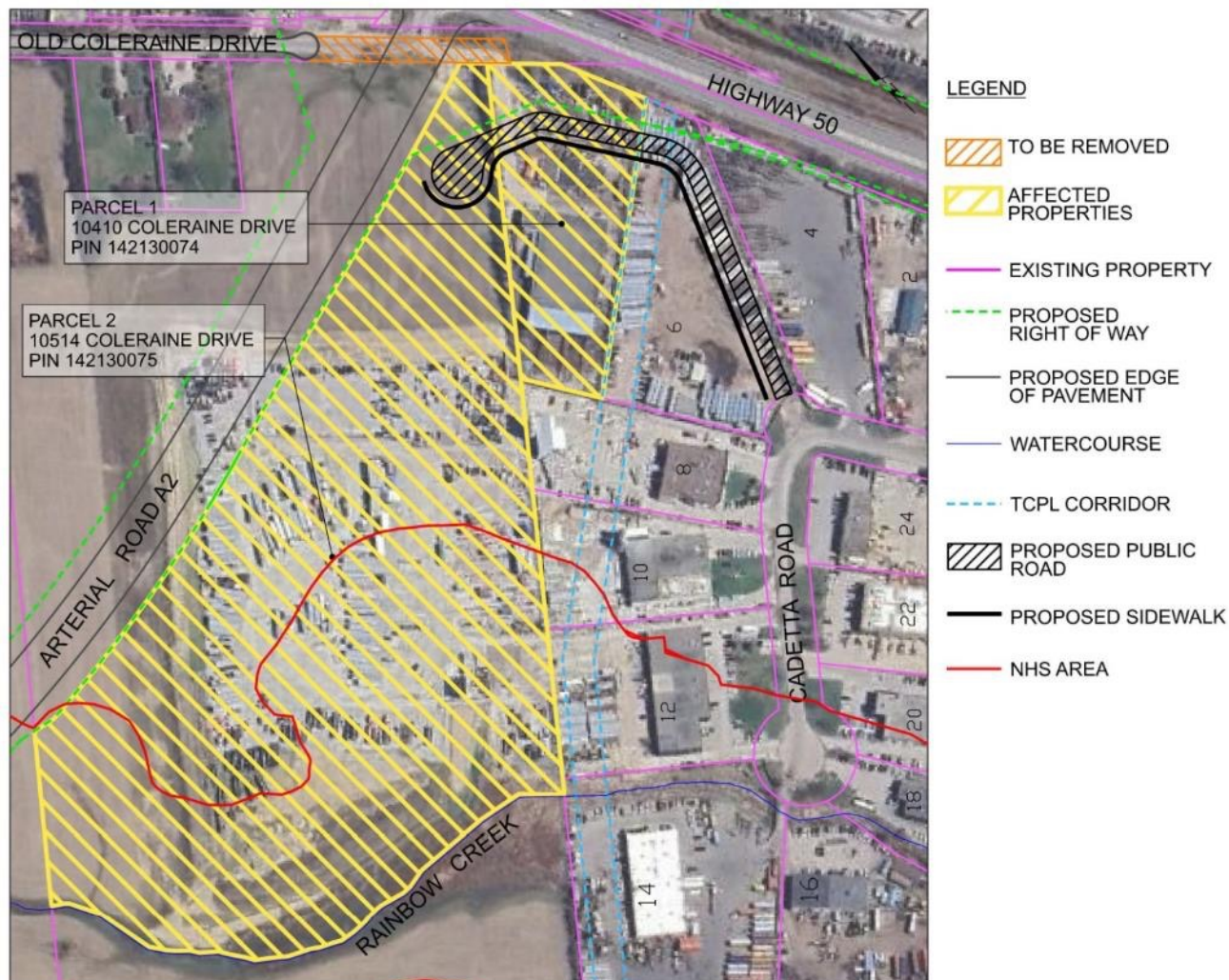


Figure 6-3: Options 6A & 6B Extension of Road Access at ‘Elbow’ of Cadetta Road



Access from the proposed road to 10410 Coleraine Drive would be located at east side of the property along the existing frontage of Coleraine Drive, providing suitable access consistent with the current access location. The road would also provide direct access to the south lot line of 10514 Coleraine Drive.

A new road from the 'elbow' of Cadetta Road would impact the property at 6 Cadetta Road. It would also occupy land at 10410 Coleraine Drive and 10514 Coleraine Drive, reducing the potential developable area (applies to 10514 Coleraine Drive) and usable area (applies to 10410 Coleraine Drive). The road would also consume a significant portion of the front yard at 10410 Coleraine Drive, which may impact current business operations at this location.

The proposed road is located adjacent to the existing lot line and the proposed Arterial Road A2 right-of-way limit in order to minimize impacts to useable land area, and related potential impacts to existing and future use and operation of the affected sites.

The existing environmental conditions at the proposed road location are unknown, and the risk of potential contamination has been noted, particularly due to ongoing industrial use at the site. This presents a potential cost risk for the extension of the existing public road option (Option 6A).

The new road would cross the existing TCPL Corridor at 6 Cadetta Road. Further coordination with the utility would be required to assess and mitigate any potential impacts in accordance with the National Energy Board's Pipeline Safety Act¹¹. This federally regulated pipeline statute requires consent of pipeline operators prior to crossing or disturbing ground near pipelines which can introduce notable schedule and cost challenges.

The new road is not located within the City of Brampton NHS area or TRCA Regulation limit. As a result, impacts to the natural environment or flood impacts are not anticipated.

6.7 Option 7: Road Connection to Cadetta Road Cul-de-sac

A new road extending from the Cadetta Road cul-de-sac was considered to provide access to the subject property parcels. The options considered include:

- **Option 7A:** Public road connection to Cadetta Road cul-de-sac; and
- **Option 7B:** A private road at the same location.

Option 7A would be an extension of the existing municipal road at the Cadetta Road cul-de-sac. It would be anticipated to include a 10 m wide road and a 1.5 m wide sidewalk within a 23 m right-of-way. Refer to **Figure 6-4: Options 7A & 7B Extension of Existing Public Road at Cadetta Road Cul-de-sac** for the conceptual layout.

Option 7B is a private road with approximately the same location and general layout as the municipal road option (Option 7A). However, the right-of-way width would be reduced to approximately 10 m along the length of the roadway, and would not include a sidewalk, minimizing the land area impacted.

A new road connection from the Cadetta Road cul-de-sac could potentially be located along the existing west lot line of 12 Cadetta Road **Figure 6-4: Options 7A & 7B Extension of Existing Public Road at Cadetta Road Cul-de-sac**. The road would facilitate direct access to 10514 Coleraine Drive and 10410 Coleraine Drive.

Additional lands at 12 Cadetta Road and/or 14 Cadetta Road would be required to accommodate the right-of-way for both the proposed public and private road options. This would impact the property at 12 Cadetta Road and 14 Cadetta Road, in addition to the two subject parcels already impacted by the development of Arterial Road A2, reducing the potential developable area at 10514 Coleraine Drive.

11 National Energy Board Pipeline Safety Act, https://laws-lois.justice.gc.ca/eng/annualstatutes/2015_21/FullText.html

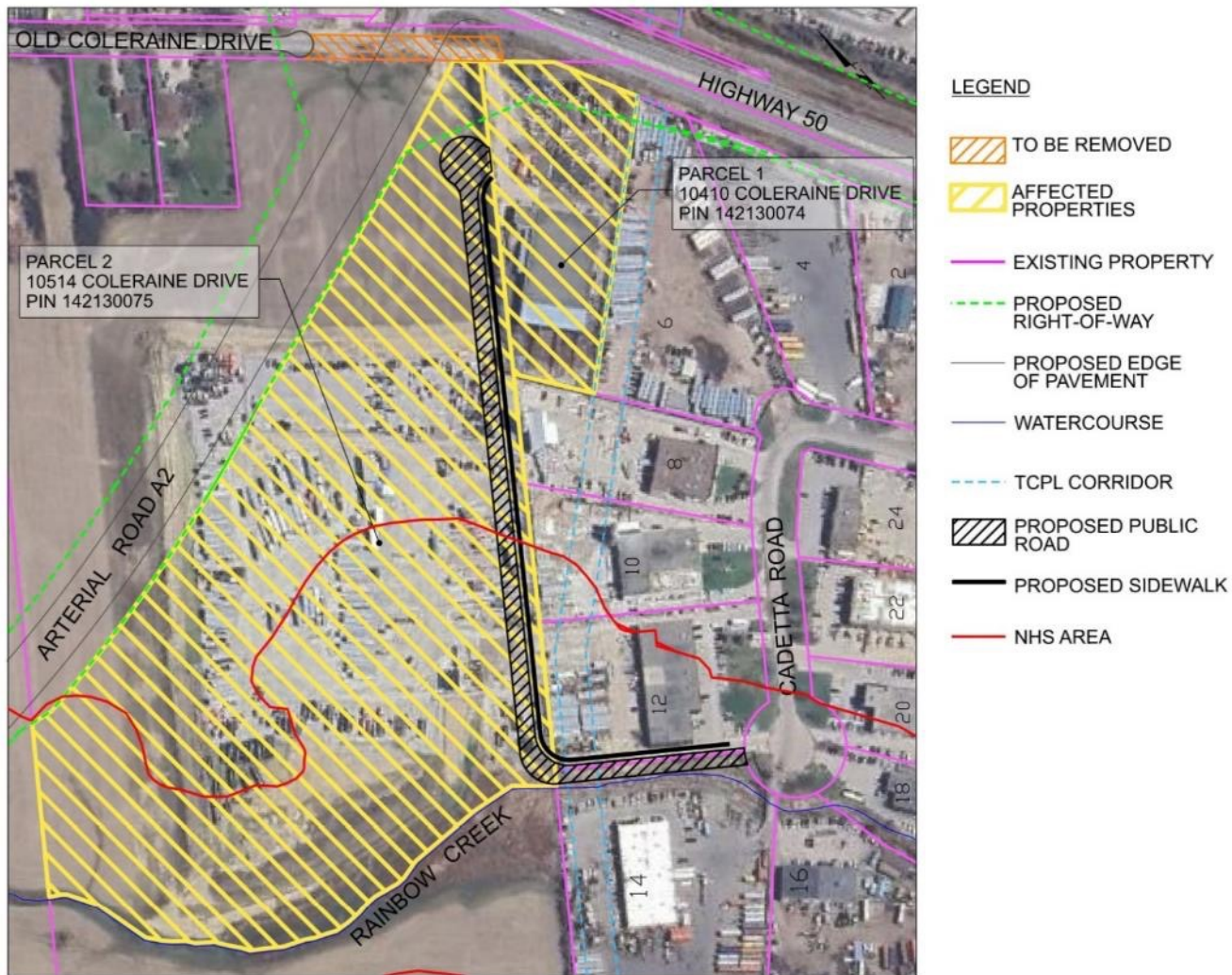


Figure 6-4: Options 7A & 7B Extension of Existing Public Road at Cadetta Road Cul-de-sac

The road would cross the existing underground TCPL Corridor at 12 and 14 Cadetta Road. Further coordination with the utility would be required to assess and mitigate any potential impacts in accordance with the National Energy Board's Pipeline Safety Act ¹². This federally regulated pipeline statute requires consent of pipeline operators prior to crossing or disturbing ground near pipelines which can introduce notable schedule and cost challenges.

The existing environmental conditions at the proposed road location are unknown, and the risk of potential contamination has been noted, particularly due to ongoing industrial use at the site. This presents a potential cost risk for the extension of the existing municipal road option (Option 7A).

It would also be located within the City of Brampton Natural Heritage System (NHS) Area, the TRCA Regulated Area and floodplain. Development within these lands is generally not permitted per City and TRCA policies and may have additional unintended impact on the ecosystem as well as the floodplain. All development within the TRCA Regulation Limit requires additional studies, permit(s) and approvals to demonstrate the mitigation of flood and environmental impacts. There are also potential hazards and safety concerns associated with development within the floodplain. Development is limited in these areas to mitigate flood impacts, as well as to protect human health and property which could be negatively impacted in the case of a flood.

¹² National Energy Board Pipeline Safety Act, https://laws-lois.justice.gc.ca/eng/annualstatutes/2015_21/FullText.html

This option does not meet the study objective of meeting all applicable City standards and requirements, since development within the floodplain and NHS area is generally not permitted. Therefore, it is not considered a reasonable solution and has been eliminated from further consideration.



7. Alternative Solution Screening & Evaluation

7.1 Screening Analysis

A screening analysis was completed to identify which alternative solution options were feasible and capable of providing access to both subject parcels **Table 7-1: Alternative Option Screening Analysis**.

Table 7-1: Alternative Option Screening Analysis

Category	No.	Alternative Planning Solution	Feasibility	Comments
No Access	1	'Do Nothing'	No	Does not provide property access or equivalent alternative arrangements to resolve access issues and has therefore been eliminated from further consideration.
	2	'Buy-out'	Yes	
Arterial Road A2 Access	3	Driveway Connection to Arterial Road A2	No	Not feasible due to safety concerns.
	4	Road Connection to Arterial Road A2		
	4A	Public Road	Yes	Avoids encroachment into TPCL Corridor.
	4B	Private Road	Yes	Avoids encroachment into TPCL Corridor. Process to be initiated by landowners.
Cadetta Road Access	5	Driveway Connection to Cadetta Road		
	5A	Driveway at Cadetta Road 'Elbow'	Yes	Impacts TCPL Corridor. Impacts property in addition to subject landlocked parcels. Process to be initiated by landowners.
	5B	Driveway at Cadetta Road Cul-de-sac	No	Proposed development located in NHS area and floodplain, contrary to City and stakeholder policies, and has therefore been eliminated from further consideration.
	6	Road Connection to Cadetta Road 'Elbow'		
	6A	Public Road	Yes	Impacts TCPL Corridor. Impacts property in addition to subject landlocked parcels.
	6B	Private Road	Yes	Impacts TCPL Corridor. Impacts property in addition to subject landlocked parcels. Process to be initiated by landowners.
	7	Road Connection to Cadetta Road Cul-de-sac		
	7A	Public Road	No	Proposed development located in NHS area and floodplain, contrary to City and stakeholder policies, and has therefore been eliminated from further consideration.
	7B	Private Road	No	

Based on the screening analysis, only alternatives which are technically feasible will be carried forward and evaluated as potential access options. These options include:

- Alternative Planning Solution 2: 'Buy-out';
- Alternative Planning Solution 4A: Public Road Connection to Arterial Road A2
Figure 6-1: Options 4A & 4B Conceptual Layout of a Service Road with Left-In, Right-In and Right-Out Access to Arterial Road A2;
- Alternative Planning Solution 4B: Private Road Connection to Arterial Road A2
Figure 6-1: Options 4A & 4B Conceptual Layout of a Service Road with Left-In, Right-In and Right-Out Access to Arterial Road A2;
- Alternative Planning Solution 5A: Driveway Connection to Cadetta Road 'Elbow'
Figure 6-2: Options 5A & 5B Driveway Connection Options to Cadetta Road;
- Alternative Planning Solution 6A: Public Road Connection to Cadetta Road 'Elbow'
Figure 6-3: Options 6A & 6B Extension of Road Access at 'Elbow' of Cadetta Road; and



- Alternative Planning Solution 6B: Private Road Connection to Cadetta Road ‘Elbow’
Figure 6-3: Options 6A & 6B Extension of Road Access at ‘Elbow’ of Cadetta Road).

7.2 Evaluation Matrix

An evaluation criterion was developed based on four (4) performance indicators: transportation services; social, natural and cultural heritage environment; policy environment and economy; as well as the potential impact on the development of the arterial roads project. The technically feasible options that provide access to both properties are evaluated in Table 7-2.



Table 7-2: Alternative Planning Solutions Evaluation Matrix

Criteria	Weight	Criteria Indicator	Option 2 ‘Buy-out’	Option 4A Public Road Connection to Arterial Road A2	Option 4B Private Road Connection to Arterial Road A2	Option 5A Driveway Connection to Cadetta Road ‘Elbow’	Option 6A Public Road Connection to Cadetta Road ‘Elbow’	Option 6B Private Road Connection to Cadetta Road ‘Elbow’	Notes
1. Transportation Services			2: Preferred; 1: Less Preferred; 0: Not preferred						
Roadway Safety	25	Improve or eliminate safety hazards - roadside hazards, intersection design and control, accommodation for pedestrians and cyclists	1	0	0	0	2	0	Service road connection to Arterial Road A2 would an additional pedestrian/ cyclist road crossing. Private roads may not include sidewalk, may be narrower than public road. The extension of the public road at Cadetta Road includes sidewalk accommodation for pedestrians.
Provide Enhanced Transportation Network Connectivity		Improve inter-regional transportation network capacity and accommodation of goods movement	1	0	0	1	1	1	Service road connection to Arterial Road A2 may reduce efficiency of travel on arterial roadway.
		Improve convenience of travel for arterial road users	1	0	0	1	1	1	Service road connection to Arterial Road A2 may reduce efficiency of travel on arterial roadway.
		Improve convenience of travel for local road users	1	2	2	1	1	1	
2. Social, Natural and Cultural Heritage			2: Preferred; 1: Less Preferred; 0: Not preferred						
Residential/ Business Access and Displacement	35	Provide uninterrupted access to landlocked properties	1	2	0	0	2	0	Timing of easement for private access depends on submission of complete application, as well as time required for review and approval. There is no guarantee of uninterrupted access to landlocked properties. Service and municipal road construction can be timed to ensure uninterrupted access to landlocked properties.
		Avoids potential adverse effects including changes to existing entrance location on developed property parcels	1	2	2	0	1	1	
		Avoids impact to additional property other than the subject parcels	2	2	2	0	0	0	
		Avoids potential to increase response times for emergency services (Police, Fire, Ambulance)	1	2	2	0	1	0	No reduction/potential improvement for Arterial A2. Minimal reduction anticipated for public road connection to Cadetta Road options, as access is located close to arterial road. Private access may be potentially slightly further reduced due to potential visibility (lighting) or maintenance issues, since this would be the responsibility of the private landowner.
Cultural Heritage Impacts	35	Avoids potential adverse impacts on archaeological resources and built heritage adjacent to and/or within the study area	2	2	2	2	2	2	No impact anticipated on archaeological resources and built heritage features.
Natural Heritage		Avoids impact to Natural Heritage System areas or features	2	2	2	2	2	2	No impact anticipated. Impact of Private Access on natural heritage features will depend on proposed location.



Criteria	Weight	Criteria Indicator	Option 2 'Buy-out'	Option 4A Public Road Connection to Arterial Road A2	Option 4B Private Road Connection to Arterial Road A2	Option 5A Driveway Connection to Cadetta Road 'Elbow'	Option 6A Public Road Connection to Cadetta Road 'Elbow'	Option 6B Private Road Connection to Cadetta Road 'Elbow'	Notes
3. Policy Environment			2: Preferred; 1: Less Preferred; 0: Not preferred						
Conformance to Planning Objectives	10	Conformance to Planning Objectives such as Growth Plan, Official Plan, Secondary Plan, Area 47 Transportation Master Plan	1	1	1	1	2	1	The proposed road connections to Arterial Road A2 conform to median-spacing recommendations of the Region's Controlled Access By-Law 62-2013. Proposed consolidation of existing access points through one access road is consistent with recommendations to limit access points through consolidation of required accesses which helps reduce traffic and turning on arterial roads (Region's Controlled Access By-Law 62-2013, Road Characterization Study (2013) and the Highway 427 Industrial Secondary Plan Area (Area 47), which aims to increase traffic network capacity to meet future needs). Proposed public roads anticipated to meet all City and Region planning and objectives and requirements for use. Private roads are typically not required to meet the same planning objectives as public roads, such as enhancing transit and active transportation options.
4. Economy			Rank: from 0 to 5, with 5 being the lowest cost option.						
Capital Costs	20	Includes property acquisition and development related costs	0	4	5	3	1	2	Road options from Arterial A2 do not cross the TCPL Corridor, and therefore not be anticipated to include the potentially significant costs associated with relocation or protection of the existing structures. All other options anticipated to cross the TCPL Corridor, with similar costs for all road/ driveway options.
		Estimated cost of property acquisition based on land area, zoning, existing use and site constraints.	0	4	5	3	1	2	
		Development related capital costs a function of road area, active transportation facilities provided, utility relocations and intersection infrastructure.	5	3	2	4	1	0	Costs expected to be higher for public roads due to larger road area, more stringent road standards, and requirements for additional proposed utilities, such as street lighting.
Operating Costs	10	Function of road length and number of traffic signals.	5	3	2	4	1	0	Operating costs for private access options assumed to be carried by private landowners.
TOTAL SCORE	100		$\frac{54}{100}$	$\frac{68}{100}$	$\frac{64}{100}$	$\frac{46}{100}$	$\frac{55}{100}$	$\frac{37}{100}$	
OVERALL RANK			4	1	2	5	3	6	

Based on the criteria identified in **Table 7-1: Alternative Option Screening Analysis**, the top three (3) options in order of preference are:

1. **Alternative Planning Solution 4A:** Public Road Connection to Arterial Road A2 **Figure 6-1: Options 4A & 4B Conceptual Layout of a Service Road with Left-In, Right-In and Right-Out Access to Arterial Road A2;**
2. **Alternative Planning Solution 4B:** Private Road Connection to Arterial Road A2 **Figure 6-1: Options 4A & 4B Conceptual Layout of a Service Road with Left-In, Right-In and Right-Out Access to Arterial Road A2;** and
3. **Alternative Planning Solution 6A:** Public Road Connection to Cadetta Road 'Elbow' **Figure 6-3: Options 6A & 6B Extension of Road Access at 'Elbow' of Cadetta Road.**

7.2.1 Alternative Planning Solution 4A & 4B: Road Connection to Arterial Road A2

The proposed service road connections to Arterial Road A2 both include a partial-movement opening (Left-In/ Right-In/ Right-Out) at Arterial Road A2. The proposed accesses would provide the minimum 225 m median-opening spacing recommended in the Region's Controlled Access By-Law 62-2013, which was developed based on the premise of transitioning land uses over time and the underlying assumption of development over time (Region of Peel, 2013).

The proposed design at Arterial Road A2 includes the recommended provision of auxiliary lanes and storage based on characterization as an 'Industrial Connector' in the Regional Road Characterization Study (2013), which enhance travel efficiency through continuous travel speeds and safety due to the separation of the slowing and turning traffic from the through lanes. This is a refuge for turning traffic that reduces rear-end collisions (Region of Peel, 2013).

The development of both the private road and public road options off of Arterial Road A2 would allow joint access to both properties from one access point on Arterial Road A2, which supports the goal of reducing the number of accesses required at arterials.

Access from the service road to 10410 Coleraine Drive would extend to the existing front driveway, providing suitable access consistent with the current access location. The road would also provide direct access to 10514 Coleraine Drive.

This option also avoids impact to additional parcels beyond the EA study area that are not already impacted by the new arterial roads other than the subject parcels.

The new road would not cross the existing TCPL Corridor. This avoids the potential for significant schedule and cost challenges as a result of assessment and mitigation any potential impacts to the corridor in accordance with the National Energy Board's Pipeline Safety Act.

While a service road has the potential to limit options for future improvements to Arterial Road A2 due to space limitations, the proposed layout includes the proposed ultimate right-of-way from ESR, to mitigate this concern. No additional requirements for future widening of Arterial Road A2 are anticipated when the ESR recommended ultimate SPUI is required.

7.2.2 Alternative Planning Solution 4A: Public Road Connection to Arterial Road A2

A new public service road at Arterial Road A2 would allow for continuous public access of the properties to be maintained. Construction of the access road and Arterial Road A2 can be timed to ensure uninterrupted access to landlocked properties.

This option is anticipated to require more land and have higher capital costs compared to a private road option, due to the wider right-of-way and more stringent requirements for the construction of public roadways. It would have higher operating costs for the municipality, as operating costs for private roads are typically carried by landowners.

The public road option has benefits for road users including typically wider access roads which adhere to required minimum municipal maintenance requirements, and accommodations for pedestrians and cyclists.



7.2.3 Alternative Planning Solution 4B: Private Road Connection to Arterial Road A2

A new private service road at Arterial Road A2 is a higher risk solution as access to the properties may not necessarily be maintained since the timing of an easement for private access depends on submission of a completed application, as well as the time required for review, approval, and construction. The cooperation of the landowners will be required for the successful completion of this option.

This option is anticipated to require less land and have lower capital costs compared to a public road option, due to the narrower right-of-way. The operating costs for private roads are typically carried by landowners.

7.2.4 Alternative Planning Solution 6A: Public Road Connection to Cadetta Road ‘Elbow’

Extension of the existing municipal road from the Cadetta Road ‘Elbow’ would allow for continuous public access to the properties to be maintained. Construction of the access road and Arterial Road A2 can be timed to ensure uninterrupted access to landlocked properties.

This option would impact the property at 6 Cadetta Road, in addition to the two subject parcels already impacted by the development of the arterial roads. It would also occupy land at 10410 Coleraine Drive and 10514 Coleraine Drive. The road would also consume a significant portion of front yard of 10410 Coleraine Drive.

Access from the proposed road to 10410 Coleraine Drive would be located at east side of the property along the existing frontage of Coleraine Drive, providing suitable access consistent with the current access location. The road would also provide direct access to the south lot line of 10514 Coleraine Drive.

The existing environmental conditions at the proposed road location are unknown, and the risk of potential contamination has been noted due to ongoing industrial use at the site. This presents a potential cost risk for the extension of the existing public road option.

The new road would cross the existing TCPL Corridor at 6 Cadetta Road. Further coordination with the utility would be required to assess and mitigate any potential impacts in accordance with the National Energy Board’s Pipeline Safety Act. This federally regulated pipeline Act requires consent of pipeline operators prior to crossing or disturbing ground near pipelines which can introduce notable schedule and cost challenges.

Potential capital costs for this option are anticipated to be considerably higher than the service road options, due to the TCPL Corridor crossing and the uncertainty regarding existing environmental conditions at the site. Operating costs would be expected to be slightly lower than the service road due to a shorter road length.



8. Preferred Solution

Based on the results of the evaluation matrix, Alternative Planning Solution 4A, Public Road Connection to Arterial Road A2, is the preferred design solution.

This option minimizes potential impacts to businesses, property owners and the environment. It maintains the provision of public right-of-way access to 10410 Coleraine Drive and 10514 Coleraine Drive, while maintaining the existing entrance location. It will also avoid crossing the existing TCPL Corridor which avoids the potential risks associated with pipeline relocation and/or impact mitigation, which can introduce notable schedule and cost challenges.

At the time of the EA, public agencies were not in favour of the public road connection due to the anticipated high traffic volume along Arterial Road A2. However, upon participating in this EA Addendum process which involved a comprehensive analysis and cost comparison of additional alternatives, EA proponents have reconsidered its position on the public road connection as it provides the access needed to the parcels while avoiding the complex challenges associated with the higher cost and less beneficial alternatives.

The intersection of Arterial Road A2 and the public road will be located approximately 250 m east of Coleraine Drive and approximately 350 m west of Highway 50. In accordance with the Region of Peel Median Opening Spacing guidelines (which requires a minimum 225 m spacing between intersections for an Industrial Collector), the public road intersection will be a Left-In/Right-In/Right-Out. Refer to the Preliminary Design drawing of the Public Road Connection to Arterial Road A2 in Appendix D.

8.1 Implementation

The preferred solution to the land access issue involves property under both Regional and City jurisdiction. Accordingly, the co-proponents of this EA Addendum (the Regional Municipality of Peel and the City of Brampton) have engaged in further negotiations regarding the timing and delivery of the solution, as well as the allocation of capital and operational costs and future ownership responsibilities.

Following discussions between the City and Region, it was agreed that the Region of Peel is the preferred co-proponent to deliver the public road connection. The design and construction should be integrated into the Region's ongoing Arterial Road A2 Project. This coordinated approach will optimize staging and construction timelines, help avoid land access issues, and reduce potential disruptions to nearby businesses and landowners. Additionally, combining the two projects may result in overall cost savings compared to completing them separately. Negotiations between the City and the Region regarding the apportionment of capital costs are still ongoing.

As the proposed public road connection falls within the City of Brampton's jurisdiction, it will be designed in accordance with all applicable City standards.



9. Environmental Issues and Commitments

9.1 Mitigation

The environmental impacts of the preferred solution are considered normal impacts associated with roads construction. The established standard construction practices outlined as the mitigating measures in the ESR (WSP, 2022) will be incorporated in the contract documents. Should unforeseen environmental concerns and/or issues arise during the construction period, the appropriate ministry and agencies will be contacted, and appropriate measures will be taken to mitigate the environmental concerns / issues.

9.2 Monitoring

A monitoring program will be established based on the commitments made in the original ESR (WSP, 2022) to ensure that the mitigation measures are undertaken. The key impacts to the environment are the short-term impacts that require monitoring during construction. Standard construction practices will need to be complied with, including erosion and sedimentation control, dust and noise control, protection of existing vegetation, assurance of traffic safety and maintenance of traffic flow without causing unnecessary delays.

9.3 Commitment to Additional Work

Detailed design of the preferred access solution must consider all commitments and recommendations made in the ESR (WSP, 2022) and through this Addendum Study, including the need for further studies/ investigations. The additional work required should be confirmed during detailed design.

The following studies and/or investigations are anticipated to be required to support detailed design:

9.3.1 Stormwater Management

To address TRCA comments on the Class EA Addendum Study, as well as fulfil commitments made in the Class EA Study, a comprehensive stormwater management design will need to be prepared during detailed design to meet regulatory requirements and demonstrate that the proposed design meets all applicable stormwater management criteria. This is expected to include coordination with relevant agencies and stakeholders. All recommendations from the ESR should also be considered in the detailed design stage, such as the use of recommended low impact development best management practices, and consideration of climate change impacts.

9.3.2 Archaeological Assessment

The Stage 1 Archaeological Assessment undertaken during the Class EA Study included only part of the EA Addendum Study Area, and identified areas deemed to have archaeological potential. Therefore, it's anticipated additional Archaeological Assessment may be required during detailed design. This should be reviewed and confirmed during detailed design.

9.3.3 Contamination Overview Study/ Environmental Site Assessment

A Contamination Overview Study is anticipated to be required during detailed design since the full Addendum Study Area was not assessed during the original ESR investigation (WSP, 2022). The Contamination Overview Study completed during the ESR recommended further environmental studies of the high and medium ranked properties directly impacted by project activities to confirm the environmental conditions in support of property acquisitions, environmental due diligence, and management of excess soils and materials. These investigations may include Phase One and Phase Two Environmental Site Assessments. If contamination is identified, mitigation measures may need to be developed and implemented.



If any properties within the study area require change in property use, a Record of Site Condition would be required. If contamination is identified, mitigation measures may need to be developed and implemented, which may include environmental remediation or a risk assessment.

9.3.4 Excess Soils

Additional investigation is required during detailed design to provide recommendations for management, re-use or disposal, and to meet applicable regulatory requirements.

9.3.5 Hydrogeology

Per the ESR, the Ontario Ministry of the Environment, Conservation and Parks (MECP) recommended additional investigations be completed within 0.5 kilometres (km) of the proposed Arterial Road A2, as this area was not accessible during within the Class EA Study investigation. As a result, it is recommended that the need for additional hydrogeological investigation is considered during detailed design.

9.3.6 Geotechnical Investigation

The need for geotechnical investigation should be assessed during detailed design. All relevant commitment and recommendations from the ESR geotechnical investigation should be considered, such as dewatering requirements, and disposal requirements of surplus materials in conformance with the Ontario Ministry of the Environment, Conservation and Parks Clean-up guidelines.

9.3.7 Traffic Assessment

It is recommended that a Transportation and Traffic Study be undertaken as part of detailed design of the preferred solution in order to project the volume of traffic from the site and assess the impact of that traffic on the surrounding transportation network. It is expected that this will have to be assessed as development proceeds through future Block or Tertiary Planning studies.

9.3.8 Utilities

Per ESR commitments, utilities coordination, and possible sub-surface utility engineering (SUE), is required during detailed design to identify and mitigate potential conflicts with existing or proposed infrastructure.

9.3.9 Construction Staging

Construction staging/implementation will be coordinated with ongoing arterial road detailed design and construction works. Staging should be planned to provide continuous access to the subject lands throughout the construction period.

Additional investigations or studies may also be required to support the following aspects of detailed design:

- Landscape Design;
- Detailed Cost Estimate; and
- Property Acquisition.



References

- City of Brampton, 2014. *Highway 427 Industrial Secondary Plan (Area 47) – Ward 10 (File P26 S47)*. Official Plan Amendment OP2006-105 to the document known as the 2006 Official Plan, as adopted by the City of Brampton Council on September 10, 2014 (By-Law 261-2014).
- Aquafor Beech, 2016. *Master Environmental Servicing Plan for Highway 427 Industrial Secondary Plan Area (“Area 47”)*. Prepared for the City of Brampton by Aquafor Beech Limited. Dated May 9, 2016.
- Wood, 2021. *Secondary Plan Area (Area 47) Access Management Report*. Prepared for the Region of Peel and City of Brampton by Wood Environment & Infrastructure Solutions (Wood). Dated 05/10/2021.
- City of Brampton, 2022. *City of Brampton 2006 Official Plan September 2020 Office Consolidation*. Last Amended Date August 23, 2022.
- Region of Peel. (2013). *Road Characterization Study*. Region of Peel.
- WSP, 2022. *Highway 427 Industrial Secondary Plan Area 47 – Part A Municipal Class Environmental Assessment Schedule ‘C’ – Environmental Study Report*. Prepared for the Region of Peel by WSP E&I Canada Limited. Dated October 6, 2022. Project # TP115086.
- Transportation Association of Canada (TAC). (2017). *Geometric Design Guide for Canadian Roads*. Ottawa: TAC



Appendix A. Consultation

A.1 Notice of Addendum

A.2 Stakeholder Correspondence & Comments

A.3 Consultation Meetings



A.1 Notice of Addendum



A.2 Stakeholder Correspondence & Comments

Summary of Stakeholder and Agency Comments Received During the EA Addendum 30-Day Public Review Period between March 20 and April 19, 2025



A.3 Consultation Meetings



Meeting Notes from Consultations with Affected Landowners

10410 Coleraine Drive – Meeting 1 - October 31, 2024

Affected Property	10410 Coleraine Drive
Meeting Date	Thursday, October 31, 2024
Meeting Time	10:00 AM
Location	10410 Coleraine Drive
Parties Invited	Vince Conguisti (Property Owner) Owen Chinnery (Region of Peel Realty) Scott Durdle (Project Manager, Region of Peel) Jia He (City of Brampton) Bishnu Parajuli (City of Brampton)
Attendees	Vince Conguisti (Property Owner) Owen Chinnery (Region of Peel Realty) Scott Durdle (Project Manager, Region of Peel) Meeting Discussion Summary
(by Region of Peel)	The Owner's concerns and priorities regarding property access were discussed. The Owner advised that an access located at the front of the property, as opposed to the rear, would be required based on existing operational constraints/ facility set-up.

10410 Coleraine Drive – Meeting 2 – March 27, 2025

Affected Property	10410 Coleraine Drive
Meeting Date	Thursday, March 27, 2025
Meeting Time	10:00 AM
Location	10410 Coleraine Drive
Parties Invited	Vince Conguisti (Property Owner) Owen Chinnery (Region of Peel Realty) Scott Durdle (Project Manager, Region of Peel) Julian Fantino (Property Owner Advisor)
Attendees	Vince Conguisti (Property Owner) Julian Fantino (Property Owner Advisor) Owen Chinnery (Region of Peel Realty) Scott Durdle (Project Manager, Region of Peel)
Meeting Discussion Summary (by Region of Peel)	
	The meeting was set up upon the Owner's request to review printed copies of the Draft ESR Addendum Report that was previously digitally shared with the Owner. No concerns regarding the preferred access solution were noted by the Owner or associate/advisor as the preferred solution addressed the access location concerns previously identified by the Owner (access preferred at front of property based on existing operational constraints/ facility set-up per meeting with Region held on October 31, 2024).



10514 Coleraine Drive – May 9, 2025

Affected Property	10514 Coleraine Drive
Meeting Date	Friday, May 9, 2025
Meeting Time	10:30 AM
Location	Virtual Meeting
Parties Invited	Gursewak Singh (Planner, King Consulting) Balbir Singh Opal (Owner, 2689336 Ontario Inc.) Owen Chinnery (Region of Peel Realty) Scott Durdle (Project Manager, Region of Peel) Meeting Discussion Summary
Attendees	Gursewak Singh (Planner, King Consulting) Balbir Singh Opal (Owner, 2689336 Ontario Inc.) Owen Chinnery (Region of Peel Realty) Scott Durdle (Project Manager, Region of Peel)
Meeting Discussion Summary (by Region of Peel)	The meeting was set up upon the Owner's request to discuss the Draft ESR Addendum Report and its preliminary preferred solution. No concerns regarding the preferred access solution were noted by the Owner or their Planner. There was some discussion on how the Region would acquire property where various options were presented (i.e.: negotiated APS, expropriation, development application conditions) depending on timing. The Owner/ their planner also flagged a potential opportunity/benefit to their lands with preferred solution as it may open up multiple subdivided lot accesses potential, which they would explore further themselves.



Appendix B. Maps of Block Plan Area 47-3

Maps of Area 47, Block Plan Area 47-3 from the City of Official Plan (City of Brampton, 2022)



Appendix C. Access Options from EA

Conceptual road access options from the Secondary Plan Area (Area 47) Access Management Report completed as part of the EA (Wood, 2021).



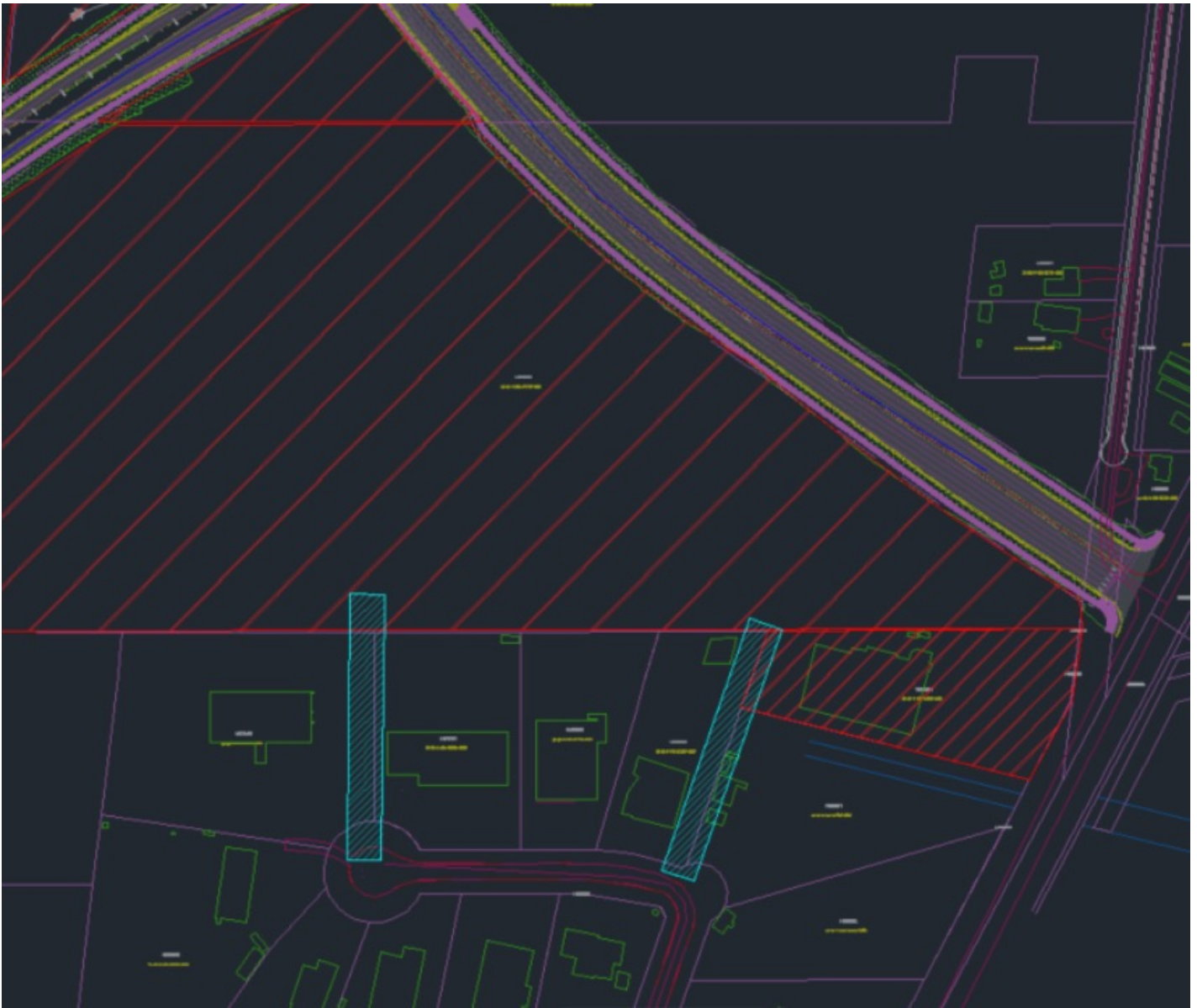


Figure C-1 Conceptual property access options for 10410 Coleraine Drive and 10514 Coleraine Drive, as documented in the EA Access Management Report (Wood, 2021). The Access Management Report considered two (2) road connection options to Cadetta Road at an existing property boundary: one (1) at the cul-de-sac of Cadetta Road, and one (1) at the elbow of Cadetta Road (Wood, 2021).

Appendix D. Access Solution Preliminary Design Drawing and Swept Path Analysis



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