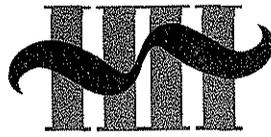


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TOWN OF  
**HALTON HILLS**  
Working Together Working for You!

February 28, 2012

Honourable Bob Chiarelli  
Minister of Transportation  
Ministry of Transportation  
Queen's Park/Minister's Office  
77 Wellesley Street West  
Ferguson Block, 3rd Floor  
Toronto, ON M7A 1Z8

LEGISLATIVE SERVICES	
COPY TO:	FOR:
Chair	<input checked="" type="checkbox"/> Committee
CAD	<input checked="" type="checkbox"/>
Corporate Services	<input checked="" type="checkbox"/> Council
Public Works	<input checked="" type="checkbox"/> March 27 2012
Employee and Business Services	<input type="checkbox"/>
Health Services	<input type="checkbox"/> File
Human Services	<input type="checkbox"/>
Peel Living	<input type="checkbox"/>

Dear Minister,

**Re: Council Resolution regarding Report No. INF-2012-0007 dated February 8, 2012 regarding GTA West Corridor Planning and EA Study – Stage 1 Scope of Additional Work in the Halton Area.**

Please be advised that Council for the Town of Halton Hills at its meeting of Tuesday, February 21, 2012, adopted the following Recommendation:

**Recommendation No. GC-2012-0024 (Resolution No. 2012-0056)**

THAT Report No. INF-2012-0007, dated February 8, 2012, regarding GTA West Corridor Planning and EA Study – Stage 1, Scope of Additional Work in the Halton Area, be received;

AND FURTHER THAT the Ministry of Transportation and GTA West Study Team be advised that the Town generally supports the proposed Scope of Additional Work subject to the following comments:

- That the additional analysis is consistent with the Terms of Reference for the Environmental Study and does not look to address transportation issues beyond 2031;
- That in the event that it is deemed appropriate to look at transportation needs beyond 2031 that all of the options considered in the Draft Transportation Strategy be reviewed, including the northerly alignment referred to as Alternative 4-4;

REFERRAL TO \_\_\_\_\_  
 RECOMMENDED \_\_\_\_\_  
 DIRECTION REQUIRED \_\_\_\_\_  
 RECEIPT RECOMMENDED \_\_\_\_\_

**RECEIVED**

MAR 05 2012 ...2

REGION OF PEEL  
CLERKS DEPT.

1 Halton Hills Drive, Halton Hills, Ontario L7G 5G2

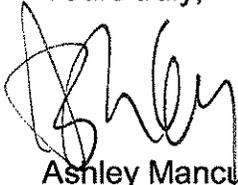
- That in the event transportation needs require additional lanes of traffic through south Halton Hills, additional analysis be considered for options using existing road allowances to reduce the significant impact on agricultural lands;
- That it is acknowledged that the Region of Halton, through the HPBATS process, has clearly articulated that they will not be financially responsible for north-south link from northwest Brampton to southeast Halton Hills as identified as one of the alternates to be analyzed in the additional work plan.

AND FURTHER THAT staff, along with Hatch Mott MacDonald, be authorized to delegate to Planning and Public Works Committee at the Region of Halton on February 22, 2012, to provide a summary of this report and the work completed to date on the opportunities for the widening of Highway 401, west of James Snow Parkway;

AND FURTHER THAT a copy of this report be forwarded to The Honourable Bob Chiarelli, Minister of Transportation; Ted Arnott, MPP; Region of Halton; Town of Milton; City of Brampton; Town of Caledon; Region of Peel; MTO staff and consultants working on this project.

As per the recommendation above, a copy of the report is attached. If you have any questions, please do not hesitate to contact Chris G. Mills, Director of Infrastructure Services & Town Engineer at (905) 873-2601 ext. 2301.

Yours truly,



Ashley Mancuso  
Council and Committee Services Coordinator

- c. Ted Arnott, MPP Wellington-Halton Hills  
Region of Halton  
Town of Milton  
City of Brampton  
Town of Caledon  
Region of Peel  
Jin Wang, Project Coordinator, Provincial Planning Office, Ontario Ministry of Transportation  
Neil Ahmed, Consultant Project Manager, McCormick Rankin Corporation  
Chris G. Mills, Director of Infrastructure Services & Town Engineer



**REPORT**

**REPORT TO:** Mayor Rick Bonnette & Members of Council

**REPORT FROM:** Chris G. Mills, Director of Infrastructure Services & Town Engineer

**DATE:** February 8, 2012

**REPORT NO.:** INF-2012-0007

**RE:** GTA West Corridor Planning and EA Study – Stage 1  
Scope of Additional Work in the Halton Area

**RECOMMENDATION:**

THAT Report No. INF-2012-0007, dated February 8, 2012, regarding GTA West Corridor Planning and EA Study – Stage 1, Scope of Additional Work in the Halton Area, be received;

AND FURTHER THAT the Ministry of Transportation and GTA West Study Team be advised that the Town generally supports the proposed Scope of Additional Work subject to the following comments:

- That the additional analysis is consistent with the Terms of Reference for the Environmental Study and does not look to address transportation issues beyond 2031;
- That in the event that it is deemed appropriate to look at transportation needs beyond 2031 that all of the options considered in the Draft Transportation Strategy be reviewed, including the northerly alignment referred to as Alternative 4-4;
- That in the event transportation needs require additional lanes of traffic through south Halton Hills, additional analysis be considered for options using existing road allowances to reduce the significant impact on agricultural lands;
- That it is acknowledged that the Region of Halton, through the HPBATS process, has clearly articulated that they will not be financially responsible for north-south link from northwest Brampton to southeast Halton Hills as identified as one of the alternates to be analyzed in the additional work plan.

RECEIVED

MAR 05 2012

AND FURTHER THAT staff, along with Hatch Mott MacDonald, be authorized to delegate to Planning and Public Works Committee at the Region of Halton on February 22, 2012, to provide a summary of this report and the work completed to date on the opportunities for the widening of Highway 401, west of James Snow Parkway;

AND FURTHER THAT a copy of this report be forwarded to The Honourable Bob Chiarelli, Minister of Transportation; Ted Arnott, MPP; Region of Halton; Town of Milton; City of Brampton; Town of Caledon; Region of Peel; MTO staff and consultants working on this project.

**BACKGROUND:**

In March 2011, the Ministry of Transportation released the Draft Transportation Development Strategy Report.

With the release of the Draft Transportation Development Strategy, the Province moved away from their original intent of forwarding both Alternatives 4-2 and 4-3 to Phase 2 of the Environmental Assessment Process. The recommended strategy includes elements of both Alternatives 4-2 and 4-3 consisting of an east-west route south of 10 Side Road and a north-south link to Highway 401/407.

To respond to the Draft Transportation Development Strategy, the Town engaged a consulting team to review the document and provide comments. The results of this review were provided in Report No. INF-2011-0035.

One of the significant results from the work completed by the Town's consultants was that the additional capacity required could be provided through a widened Highway 401 rather than creating a new corridor. During the process, the MTO stated that there was insufficient right-of-way to widen Highway 401 through the Milton area. As our consultants disagreed with this conclusion, we recommended the widened Highway 401 corridor as our preferred strategy:

THAT Report No. INF-2011-0035, dated June 23, 2011, regarding the GTA West Corridor Environmental Assessment Transportation Development Strategy Report, be received;

AND FURTHER THAT the Town of Halton Hills requests that the Ministry of Transportation (MTO) amend the Draft GTA West Corridor Environmental Assessment Transportation Development Strategy Report prior to finalizing Stage 1 of the Environmental Assessment process to recommend only Alternative 4-2, which includes a new corridor from Highway 400 to the Highway 401/407 Interchange in Halton Hills and the required widening of Highway 401 from the Highway 401/407 Interchange to the Tremaine/Highway 401 Interchange in Milton using urban expressway criteria, to satisfy the transportation needs to 2031;

AND FURTHER THAT the MTO be advised that the Town of Halton Hills does not support the new east-west corridor through the agricultural and rural areas of Halton Hills from the north-south component to Tremaine Road (formerly Alternative 4-3) due to significant impacts on the Town's agriculture and rural fabric and inconsistency with the Province's, Region's and Council's vision of Halton Hills under the Growth Plan for the Greater Golden Horseshoe;

AND FURTHER THAT the Town of Halton Hills continues to support the transportation improvements outlined in the Halton-Peel Boundary Area Transportation Study (HPBATS) (consistent with Alternative 4-2), as the strategy to accommodate the GTA West transportation demands to 2031 through Halton Hills;

AND FURTHER THAT a copy of this report be forwarded to The Honourable Kathleen Wynne, Minister of Transportation; Ted Arnott, MPP; Region of Halton; Town of Milton; City of Brampton; Town of Caledon; Region of Peel; MTO staff and consultants working on this project.

The Ministry received a number of comments and prior to the summer 2011 deferred the adoption of the transportation strategy. The Town engaged Hatch Mott MacDonald to conduct additional analysis, focusing first on the viability of widening of Highway 401 through Milton.

The initial work concluded with a positive result, re-confirmed the ability to widen the corridor with limited property impacts and no impacts to existing buildings.

In December of 2011, MTO announced that they would be conducting additional analysis on three corridors in Halton:

- The recommended strategy in the MTO Draft Transportation Strategy with Alternative 4-3 and a North-South freeway connection to Highway 401/407;
- Alternative 4-2 with the proposed corridor ending at Highway 401/407 and widening Highway 401 through Halton Region to greater than 10 lanes;
- The original Alternative 4-3 with a Regional expressway connection to Highway 401/407.

The additional work would be complemented with an enhanced public consultation program. A copy of the newsletter prepared by MTO is included in Attachment '1', and illustrates the proposed alternatives to be evaluated.

Through the Mayor's Office, a meeting with Minister Chiarelli was arranged for December. At that meeting, we were left with the message that our issues were seriously being considered.

The initial analysis conducted on Highway 401 west of James Snow Parkway, by Hatch Mott MacDonald resulted in a maximum widening to 12 lanes. The traffic work presented in the GTA West Draft Transportation Strategy confirmed that a 12-lane Highway 401 would be sufficient to accommodate the projected traffic to 2031.

### **COMMENTS:**

Town staff met with MTO on January 9, 2012 to discuss the proposed work plan for the additional work in the Halton area. This work plan was presented to Council on January 23, 2012. The key areas that will be addressed by MTO in the work plan are:

- Transportation
- Agriculture
- Land Use/Social Environment
- Natural Environment
- Cultural Environment
- Cost and Constructability
- Economic Environment

During the presentation by MTO, it was also stated that they would be looking at the transportation network performance beyond 2031 to determine the ability of each option to manage the traffic demands.

In general, staff is satisfied with the methodology presented by MTO to undertake the additional analysis, subject to the following concerns:

- That the additional analysis is consistent with the Terms of Reference for the Environmental Study and does not look to address transportation issues beyond 2031;
- That in the event that it is deemed appropriate to look at transportation needs beyond 2031 that all of the options considered in the Draft Transportation Strategy be reviewed, including the northerly alignment referred to as Alternative 4-4;
- That in the event transportation needs require additional lanes of traffic through south Halton Hills, additional analysis be considered for options using existing road allowances to reduce the significant impact on agricultural lands;
- That it is acknowledged that the Region of Halton, through the HPBATS process has clearly articulated that they will not be financially responsible for north-south link as identified as one of the alternates to be analyzed in the additional work plan.

It is also important to note that the Minister's Decision on ROPA 38 will require the Region and the Town to amend their Official Plans (i.e. transportation schedule) to show the boundaries of the GTA West preliminary route planning study area. Depending on the final conclusions of the GTA West Transportation Development Strategy, the Alternative 4-3 highway alignment may be reflected in the preliminary route planning study area.

## Highway 401 Widening Evaluation

As previously noted, Hatch Mott MacDonald was retained by the Town to look at the feasibility of widening Highway 401 west of James Snow Parkway to a 12-lane core/collector cross-section to satisfy the transportation needs of GTA West. This information has been provided to MTO for their use and input to the Environmental Study process.

The evaluation focused on several key issues:

- Design Assumptions
- Property
- Interchanges
- Structures
- Traffic Staging
- Highway 401/407 Interchange Design

### **Design Assumptions**

Aerial photography was utilized as the base for the design considerations and the existing centerline was utilized as the centerline for the proposed 12 lane widening. The 12 lane cross-section widening utilized was an express-collector system of 5 traffic lanes (3 collector, 2 express) and an HOV lane for a total 6 lanes in each direction. This cross-section was consistent with the Ministry proposed cross-sections utilized in their current EA Study. Transfer lanes may not be required but if required, could be accommodated within the study section or adjacent to the study section in closer proximity to the proposed Tremaine Road Interchange.

### **Property**

The widening of Highway 401 to 12 lanes through this section of the corridor can be primarily accommodated within the existing right-of-way with minimal property impact. Approximately 5.2 ha of additional property would be required. Where extending the existing right-of-way presents issues related to developments adjacent to the highway, retaining walls may be used to reduce the extent of the grading impacts and thus reduce the overall width of the cross-section. This occurs on two occasions, to the northwest and southeast of the existing CNR crossing, at a length of 276 m and 405 m respectively.

### **Interchanges**

#### James Snow Parkway Interchange

The Ministry's EA Study indicates that maintaining the existing structure and road alignment can accommodate a 12 lane cross-section with minimal footprint impacts while maintaining the alignment of James Snow Parkway. However, this widening does require extending the existing property line on each side of the interchange to accommodate new ramp configurations.

### Regional Road 25 Interchange

As identified in the Ministry's EA Study, replacement of the Regional Rd. 25/Highway 401 interchange to the west is the preferred alternative, resulting in slightly less impact to existing and future planned commercial lands, as well as, 25% lower cost and shorter construction duration than the existing alignment. However, the proposed widening of the corridor to 12 lanes uses the existing alignment, and requires extending the existing property lines on each side of the interchange to accommodate new ramp configurations. The required property line at the southwest corner of Regional Rd. 25 and Highway 401 may conflict with the parking lot of an existing development on Chisolm Drive.

### **Structures**

#### Steeles Avenue

The Steeles Avenue overpass would require replacement. It would remain in the existing location, but widened to accommodate the 12 lane Highway 401 cross-section.

#### CN Railway Crossing Overpass

The CN Railway Crossing Overpass would require widening to accommodate the 12 lane cross-section. This may be achieved with a box-culvert extension on either side as required.

### **Traffic Staging**

The complexity of the staging of the 12 lane widening could become significant, but manageable. It is anticipated that traffic staging during construction would typically consist of closure of the outer most lane of traffic to facilitate the widening and adjustments to or closures of ramps at the various interchanges as required to allow for their reconfiguration. Lane closures would occur in one direction at a time, and ramp closures would be of short duration. There would be minimal impact on the railway operations.

### **Highway 401/Highway 407 Interchange**

The north-south link, as proposed in HPBATS, would provide key ramp connections for long-distance, inter-regional connections. Several ramp configurations are possible, but have not been examined to their full extent. The Ministry has indicated that they would work with the local municipalities to develop these options more fully. Ensuring that all movements can be accommodated, including west to north, and north to west ramp connections, is critical to the success of the Highway 401, 12 lane widening being capable of accommodating future traffic growth and local property development.

In summary, it appears that it is technically feasible to provide the required lanes on Highway 401 to meet the traffic demands outlined in GTA West with no or minimal direct impacts to adjacent land uses.

### **RELATIONSHIP TO STRATEGIC PLAN:**

The east-west freeway component identified in the Draft Transportation Development Strategy for the GTA West Corridor Planning and EA Study will have additional environmental, Agricultural and Cultural impacts in Halton Hills that are not consistent with the Community Vision to 2031.

### **FINANCIAL IMPACT:**

There is no financial impact resulting from this report.

### **COMMUNICATIONS IMPACT:**

A copy of this report will be forwarded to the GTA West Corridor Planning and Environmental Assessment Study by the MTO as comments from the Town of Halton Hills.

### **SUSTAINABILITY IMPLICATIONS:**

The outcomes of the MTO Study will impact a number of the pillars of sustainability as it will result in a new major transportation corridor within the boundaries of the Town of Halton Hills. As this point it is difficult to assess the specific implications as the preferred alternative has not been approved by the Minister of Transportation.

### **CONSULTATION:**

Consultation was undertaken with the Director of Planning, Development & Sustainability, staff at Halton Region and the Town of Milton regarding the proposed work plan by the MTO and the Highway 401 widening design prepared by Hatch Mott MacDonald.

### **CONCLUSION:**

Based on the preliminary review of the MTO work plan for additional work, there is concern that the scope of the study is changing to address traffic concerns beyond 2031 to provide support for the east-west freeway, formerly Alternative 4-3.

Changing the potential future traffic to beyond 2031 population and employment boundaries will affect the evaluation methodology originally used in the EA Study. A study that considers a future planning horizon beyond 2031 has not been presented to the public. The planning horizon change should affect the other alternatives evaluated earlier in the GTA West Corridor Planning and EA Study.

Staff is generally satisfied with the proposed MTO work plan provided that the Scope of Additional Work does not look to address transportation needs beyond the 2031 horizon as outlined in the original Terms of Reference.

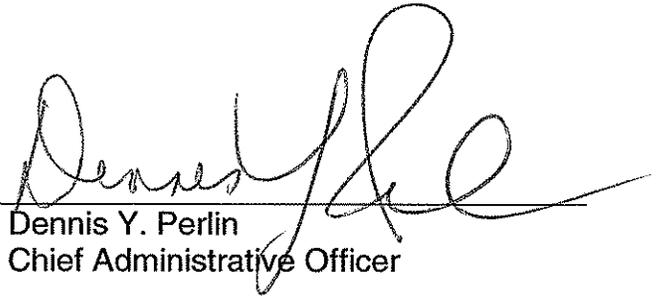
In the event it is necessary to consider traffic issues beyond 2031, the Scope of the Additional Work should consider other options through Halton Hills to use existing road allowances and reduce the impact on agricultural lands.

Respectfully submitted,



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Chris G. Mills, P. Eng.  
Director of Infrastructure Services &  
Town Engineer



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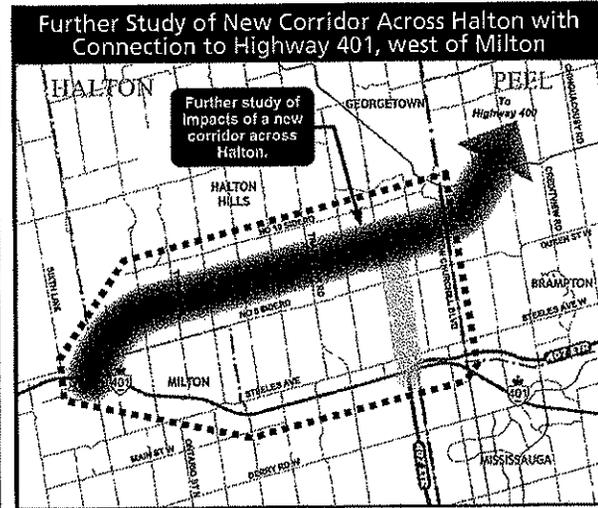
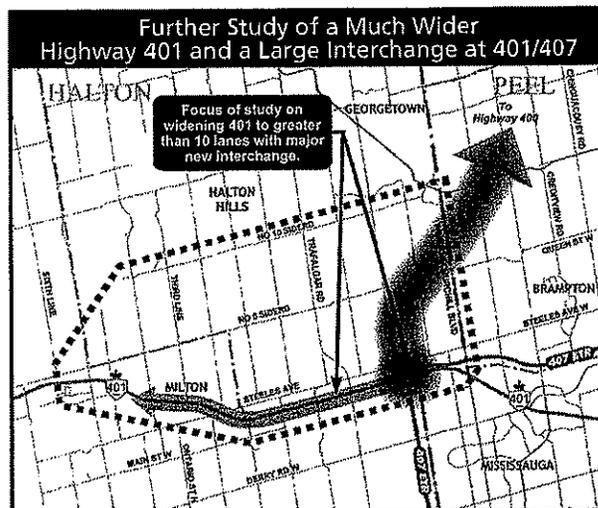
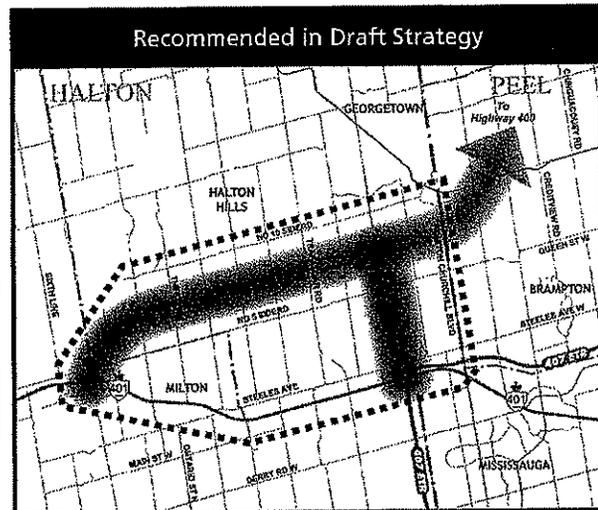
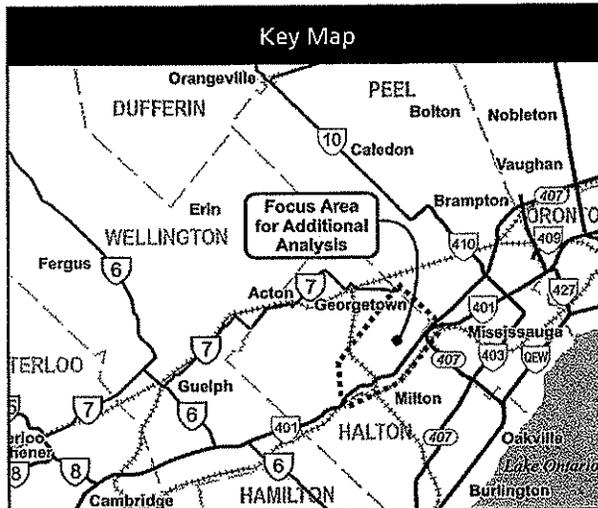
Dennis Y. Perlin  
Chief Administrative Officer




**GTA West Corridor  
Planning and Environmental Assessment Study - Stage 1**

**Study Update – December 2011**

The focus area undergoing further analysis is shown in the concept maps below (as outlined within the dotted black line).



## The GTA West Corridor Study and Results to Date

Ontario's Growth Plan for the Greater Golden Horseshoe (2006) is planning for 1.5 million more people in the Regions of York, Peel, Halton, Wellington County and the City of Guelph by 2031. This growth will have significant impacts on travel, which has been the focus of the GTA West Corridor Study. The Ministry of Transportation released a draft strategy for the GTA West Corridor in March 2011 and is currently conducting additional analysis to finalize the strategy.

Please visit our website at:  
[www.gta-west.com](http://www.gta-west.com)

## Additional Analysis in the Halton Area

In addition to recommendations for transit improvements and system optimization, the draft strategy recommended a new east-west corridor through Halton and widening of Highway 401 from its existing 6 lanes to 12 lanes east of James Snow Parkway and 10 lanes west of James Snow Parkway through Halton by 2031. The new corridor would consist of a 4-lane highway and transitway, including a north-south link connecting to Highways 401 and 407 at the Halton-Peel boundary.

Concerns have been expressed by Halton citizens about the impact of this strategy on agriculture, the natural environment and the rural character of the community. Some residents have suggested that additional widening of Highway 401 would be preferable. As a result, the Ministry of Transportation is conducting additional analysis and public consultation on the highway recommendations for the Halton area.

It is recognized that a much wider 401 would also impact existing homes, business and commercial uses through the Milton area. This, along with the effects of a large freeway-to-freeway interchange with Highways 401 and 407, will be examined as part of the analysis.

The findings will help determine how the area's long-term transportation needs can be best addressed. This additional analysis is now underway and is expected to be completed by late spring 2012. The results will be made public for review and input before any decision is made on next steps.

### Highlights of the GTA West Corridor Study on transportation in 2031:

- Transportation initiatives could remove 22,100 commuter trips during the peak travel period within the study area.
- 10% of long distance goods movement could potentially be shifted from highway to rail.
- Transit could accommodate 14% of the total travel demand in the GTA West study area during peak periods – more than 91,000 trips each day.

## We Want Your Input

You can find project details, including a copy of the draft strategy, on the project website: [www.gta-west.com](http://www.gta-west.com). The website includes a form for providing comments or questions.

You can also contact the Project Team members listed below to provide input or to be added to the project mailing list for further study updates.

**Mr. Jin Wang**  
 Project Coordinator  
 Ontario Ministry of Transportation  
 Provincial Planning Office  
 777 Bay Street, 30th Floor - Suite 3000  
 Toronto, ON M7A 2J8  
 Toll-free Phone: 1-877-522-6916  
 Email: [project\\_team@gta-west.com](mailto:project_team@gta-west.com)

**Mr. Neil Ahmed, P.Eng.**  
 Consultant Project Manager  
 McCormick Rankin Corporation  
 2655 North Sheridan Way, Suite 300  
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