



Corporate Report

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DATE: August 28, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 17, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Cooksville Mobility Hub Plan Implementation
Land Use and Design Regulatory Framework Project

- RECOMMENDATION:**
1. That the report titled "Information Report Cooksville Mobility Hub Plan Implementation - Land Use and Design Regulatory Framework Project" dated August 28, 2012, from the Commissioner of Planning and Building, be received for information.
 2. That Planning and Building staff be directed to carry out the work plan as attached as Appendix 1 and report back on the draft regulatory framework prior to proceeding to a public meeting.

**REPORT
HIGHLIGHTS:**

- The Cooksville Mobility Hub Plan Implementation – Land Use and Design Regulatory Framework Project (the Project) will support the vision in the Cooksville Mobility Hub Study by developing official plan policies, zoning regulations and built form standards.

BACKGROUND:

This project has evolved out of the following sequence of events:

- 2006 - *Growth Plan for the Greater Golden Horseshoe* identified Hurontario Street as an intensification corridor with proposed higher order transit;
- 2008 - *Metrolinx* released *The Big Move*, a guide to transforming the Greater Toronto and Hamilton Area transportation system. This document identified higher order transit on Hurontario Street as a priority within 15 years. In addition, creating a system of connected mobility hubs including Cooksville, is identified as a Priority Action;
- 2008 - *Metrolinx* and the Cities of Mississauga and Brampton initiated Phase 1 of the Hurontario Higher Order Transit Study (HHOT). As part of this review, the Cooksville Mobility Hub was identified as requiring separate study and the Cooksville Mobility Hub Master Plan Study was undertaken with costs shared between the City and Metrolinx. This study was completed in September 2011;
- 2010 - *GO Transit* identified the need for a parking structure to be built at the Cooksville GO Station;
- 2011 - In *discussions* with Metrolinx, staff from the City committed to establishing the regulatory framework necessary to support the development of a mobility hub in the vicinity of the Cooksville GO Station;
- 2011 - *Metrolinx* agreed to undertake a Business Plan for the development of lands north of Hillcrest Avenue, between Hurontario Street to the east and the existing condominiums to the west.

Project Charter

A Project Charter and work plan have been developed and approved by the project team. In addition to Planning and Building Department staff, the team includes members of the

Hurontario Main Street LRT project, Mississauga Transit, as well as Metrolinx, Peel District School Board and the Region of Peel.

The work plan is attached as Appendix 1. The objectives of the project include:

- Preparation of a comprehensive planning framework to ensure successful revitalization of the area to be transformed into a 21st Century transit-oriented urban village and mobility hub;
- Development of a Precinct Framework Plan and related official plan policies, zoning regulations and built form standards;
- Identification of potential public land acquisitions; and
- Consultation with stakeholders including Metrolinx, the Peel District School Board, the Region of Peel and other landowners within the project area.

The project area is the core of the larger Cooksville Mobility Hub Master Plan study area centered on the Cooksville GO Station, as shown on Appendices 2 and 3. While Metrolinx is focused principally on the station area and the lands north of Hillcrest Avenue, the City is committed to facilitating the creation of a true mobility hub that considers a larger area including the TL Kennedy Secondary School Site and frontage lands on the east and west sides of Hurontario Street.

COMMENTS

As defined in *The Big Move*, mobility hubs are centered on major transit stations and the surrounding area. It is where transportation modes converge, including regional rapid transit, local transit, specialized transit, cycling and pedestrian networks. It is also the location for major destinations such as offices, educational facilities, hospitals, government facilities and where amenities such as restaurants, grocery stores and daycares are provided.

Metrolinx released a *Mobility Hub Guidelines* document in September 2011 to guide the development of mobility hubs in the Greater Toronto and Hamilton Area. These Guidelines will inform this review. The first stage of the project and the focus of work

during the summer of 2012 are testing the findings of the Cooksville Mobility Hub Study against the existing regulatory framework to identify constraints and opportunities for establishing a mobility hub in this location.

The main components of the work plan are as follows:

- **Urban Design Framework**

To confirm street/block locations and dimensions and develop built form and streetscape scenarios which will generate a precinct framework plan within the mobility hub.

- **Official Plan Policies**

Mississauga Official Plan policies will be reviewed and refined within the context of the Mobility Hub Guidelines document. Recommendations will be made for amendments to clearly articulate goals, objectives, land use, design and provide direction for the future development of the mobility hub.

- **Zoning**

The existing zoning regulations will be reviewed and new standards will be developed in conformity with desired Mississauga Official Plan policies and built form standards.

- **Built Form Standards**

A series of built form standards will be developed to guide development within the project area. Attention to the public/private realm interface will be important to ensure that the vision for the Cooksville Mobility Hub is consistent with the Cooksville Mobility Hub Study and the Mobility Hub Guidelines distributed by Metrolinx.

There are a number of variables which may affect the outcome of the project such as the following:

- Opportunities for School Board and City lands;
- Possible John Street extension west of Hurontario Street;
- Hurontario-Main Light Rail Transit Project Design;
- Cooksville GO Station parking structure;
- Metrolinx Business Case recommendations;
- Need for community services within Cooksville; and,
- Potential for Regional affordable housing and provision of social services within the hub area.

These issues will be addressed in subsequent reports.

STRATEGIC PLAN:

The development of mobility hubs and rapid transit infrastructure is consistent with the following Strategic Pillars for change, goals and actions included in the City's Strategic Plan:

MOVE: Developing a Transit Oriented City

- Connect Our City
 - Action 7: Create mobility hubs
 - Action 9: Improve the transportation network for pedestrians, cyclists and automobiles
- Direct Growth
 - Action 18: Require development standards for mixed use development to support transit

CONNECT: Completing our Neighbourhoods

- Build Vibrant Communities
 - Action 6: Give communities a "heart" by building identifiable main streets
- Provide Mobility Choices
 - Action 14: Create more bike-friendly facilities

FINANCIAL IMPACT: In-house staff resources are being used to develop the regulatory components of this project including official plan policies, zoning regulations and built form standards.

CONCLUSION: Preparation of the Cooksville Mobility Hub Plan Implementation - Land Use and Design Regulatory Framework is underway and once draft policies, regulations and built form standards are developed, stakeholders will be consulted for input. Following stakeholder consultation, a statutory public meeting will be scheduled in early 2013 and final recommendations will be brought forward in spring of 2013.

ATTACHMENTS:

- Appendix 1: Work Plan
- Appendix 2: Areas of Related Project and Studies
- Appendix 3: Project Area

Edward R. Sajecki
Commissioner of Planning and Building

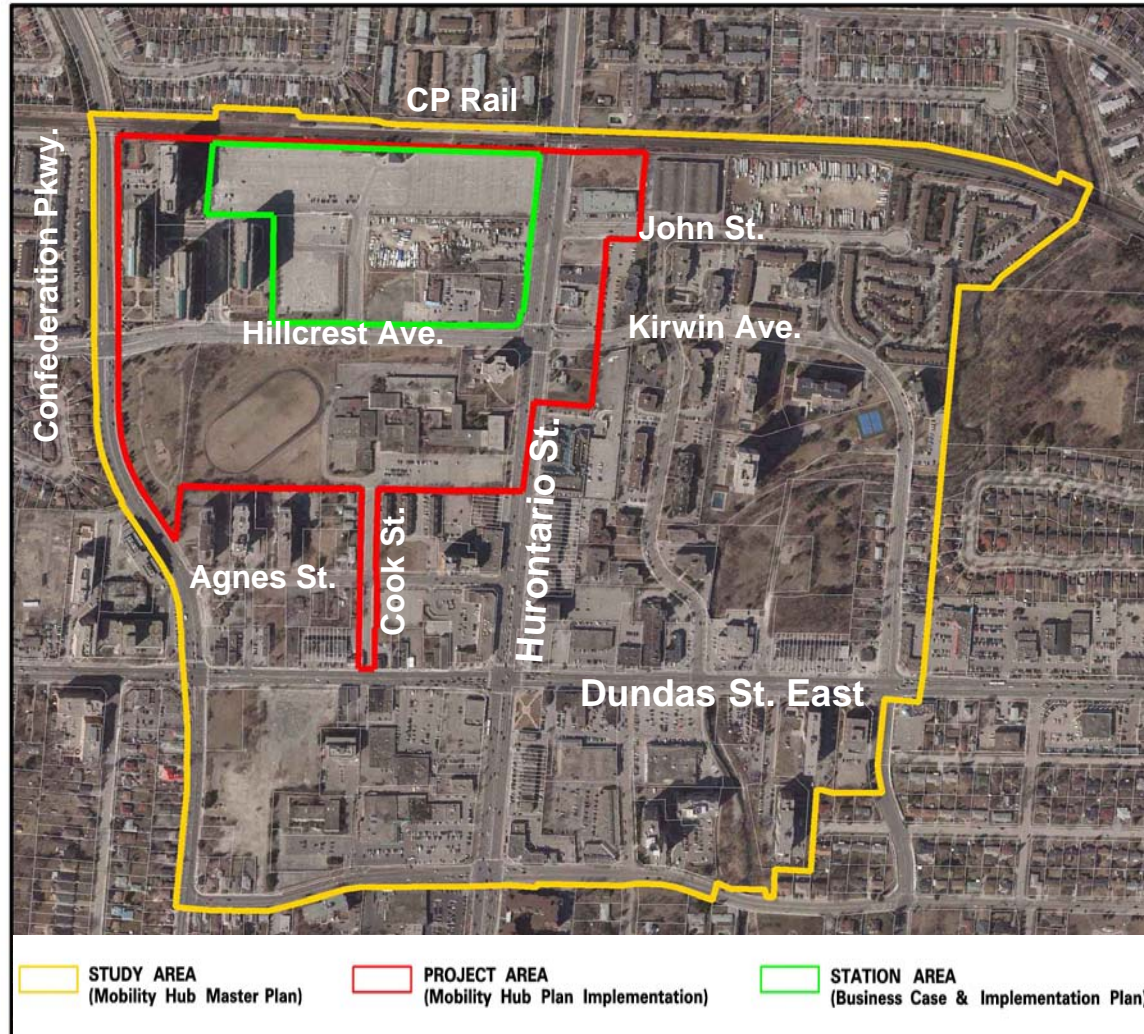
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Downtown Cooksville Character Area Mobility Hub Plan Implementation

Appendix 2

Planning & Design Regulatory Framework

Areas of Related Project and Studies



Downtown Cooksville Character Area Mobility Hub Plan Implementation

Appendix 3

Planning & Design Regulatory Framework

Project Area

