



Corporate Report

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DATE: May 13, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 2, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Hurontario Street Corridor Light Rail Transit Station Locations –
Proposed Official Plan Amendments
PUBLIC MEETING**

RECOMMENDATION: That the submissions made at the public meeting to consider the report titled “Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments” dated May 13, 2014, from the Commissioner of Planning and Building, be received.

COMMENTS: On April 21, 2014, City Council adopted resolution 0069-2014 which included the following:

“That a public meeting be held to consider proposed Official Plan Amendments as recommended in the report titled “Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments” dated March 25, 2014 from the Commissioner of Planning and Building.”

The purpose of the public meeting is to receive comments on the proposed amendments to Mississauga Official Plan to recognize the light rail transit proposed on the Hurontario Street Corridor and to identify the location of transit stations (see Appendix 1).

Subsequent to the public meeting, a report will be prepared for consideration by Planning and Development Committee which will address comments received from the public and other stakeholders and, where appropriate, recommend changes to the proposed amendments.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Following the statutory public meeting, a report will be prepared for consideration by the Planning and Development Committee, which will address comments received from the public and other stakeholders.

ATTACHMENTS: Appendix 1: Report titled “Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments” dated March 25, 2014, from the Commissioner of Planning and Building.

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Karen Crouse, Policy Planner



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DATE: March 25, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: April 14, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Hurontario Street Corridor Light Rail Transit Station Locations –
Proposed Official Plan Amendments

RECOMMENDATION: That a public meeting be held to consider proposed official plan amendments as recommended in the report titled "Hurontario Street Corridor Light Rail Transit Station Locations – Proposed Official Plan Amendments" dated March 25, 2014 from the Commissioner of Planning and Building.

**REPORT
HIGHLIGHTS:**

- It is important to establish the framework for development of the light rail transit system along the Hurontario Corridor now that preliminary engineering design work has been completed and the Transit Project Assessment Process (TPAP) has been initiated;
- Wording should be added to Mississauga Official Plan regarding light rail transit on Hurontario Street; and
- Mississauga Official Plan schedules should be amended to identify the light rail transit station locations.

BACKGROUND:

Light rail transit on Hurontario Street is a priority project of the Big Move (Metrolinx's Transportation Plan) and adds to the overall transit network in the Greater Toronto Area.

On July 7, 2010, City Council adopted Resolution #159-2010 that approved the *Hurontario/Main Street Corridor Master Plan*. The Master Plan recommended light rail transit along Hurontario Street from Port Credit to downtown Brampton including identified locations for the stations and a maintenance facility.

Preliminary engineering design for the project commenced in 2011. This work is now complete and the Transit Project Assessment Process (TPAP) has commenced. If approved by the Minister of Environment, this stage of the project should be completed in late summer 2014.

The preliminary engineering design work has identified the proposed station locations including their dimensions and land requirements. The location of the maintenance facility on the south side of Highway 407 in Brampton, on lands owned by Infrastructure Ontario, has been confirmed.

Amendments to Mississauga Official Plan are required to identify where the transit stations will be located along the Hurontario Corridor and in Mississauga's Downtown Core.

COMMENTS:

The following table identifies the location of the stations from south to north and their placement in the roadway as per the preliminary design submitted for the TPAP.

Station	Roadway Location
Port Credit GO	West side of Hurontario St., north of Park St.
Mineola	Centre of Hurontario St., south of Mineola Rd.
North Service	Centre of Hurontario St., north of North Service Rd.
Queensway	Centre of Hurontario St., south of Queensway
Dundas	Centre of Hurontario St., south of Dundas St.
Cooksville GO	Centre of Hurontario St., south of St. Lawrence & Hudson Railway

Central Parkway	Centre of Hurontario St., north of Central Pkwy
Matthews Gate	Centre of Hurontario St., north of Matthews Gate
Robert Speck	Centre of Hurontario St., north of Robert Speck Pkwy.
Main Street	Centre of Burnhamthorpe Rd., east of Main St.
Duke of York	East side of Duke of York Blvd., north of Princess Royal Dr.
Rathburn	North side of Rathburn Rd., east of Station Gate Rd.
Eglinton	Centre of Hurontario St., north of Eglinton Ave.
Bristol	Centre of Hurontario St., north of Bristol Rd.
Matheson	Centre of Hurontario St., north of Matheson Blvd.
Britannia	Centre of Hurontario St., south of Britannia Rd.
Courtneypark	Centre of Hurontario St., south of Courtneypark Dr.
Derry	Centre of Hurontario St., north of Derry Rd.
Gateway/407	Centre of Hurontario St., north of Topflight Dr.

Significant changes from the *Hurontario /Main Street Corridor Master Plan* are as follows:

- The station originally proposed for Living Arts Drive has been relocated to Duke of York Boulevard; and,
- Light rail transit vehicles will turn east along Topflight Drive then north along Edwards Boulevard before proceeding to the maintenance facility in Brampton.

Inclusion of the light rail transit stations in the Downtown Local Area Plan will be addressed with the resolution of the appeals to Mississauga Official Plan Amendment Number 8.

The following amendments to Mississauga Official Plan are required:

- Policy 8.2.3.5 should be revised as follows: **“Light rail transit is proposed on Hurontario Street as the main north-south spine in Mississauga including service within the Downtown Core area. The City will construct the Bus Rapid Transit will run along the Highway 403/Eglinton Avenue corridor as the east-west spine within Mississauga to form part of a regional transit system in accordance with the Metrolinx Regional Transportation Plan.”**

- Schedule 2: Intensification Areas should be amended to indicate the location of Major Transit Station Areas along Hurontario Street and in the Downtown (see Appendix 1); and
- Schedule 6: Long Term Transit Network should be amended to show the location of the light rail transit stations along Hurontario Street and in the Downtown (see Appendix 2).

Station areas will be planned for a critical mass and mix of uses that support transit. Requiring a mix of uses and increased density in proximity to transit stations will encourage the ridership necessary to create a sustainable transit service.

STRATEGIC PLAN:

The identification of major transit stations for light rail transit along the Hurontario Corridor and in the Downtown, supports the following Strategic Pillars of the City's Strategic Plan:

MOVE: Developing a Transit-Oriented City of Mississauga
Connect Our City

- *Action 5:* Provide alternatives to the automobile along major corridors
- *Action 6:* Shorten the travel time to a transit stop
- *Action 7:* Create mobility hubs
- *Action 9:* Improve the transportation network for pedestrians, cyclists and automobiles

Build a Reliable and Convenient System

- *Action 13:* Establish transit stops within a 10-minute walk

Direct Growth

Action 19: Accelerate the creation of a higher-order transit infrastructure

FINANCIAL IMPACT: Not applicable.

CONCLUSION:

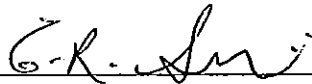
Light rail transit on Hurontario Street is a priority project of the Big Move (Metrolinx's Transportation Plan) and adds to the overall transit network in the Greater Toronto Area. The identification of light rail transit stations along the Hurontario Corridor and in the Downtown Core signifies the City's commitment to a light rail system that will provide connectivity with other higher order transit networks including the Mississauga Transitway, the Port Credit and Cooksville GO stations and the GO bus facility in the Downtown Core. Light rail transit on Hurontario Street supports city-building goals and the shift to a transit-oriented city.

Now that the Transit Project Assessment Process (TPAP) has commenced, the next step is to initiate the public engagement process on the proposed light rail transit station locations and the required changes to Mississauga Official Plan as outlined in this report.

ATTACHMENTS:

Appendix 1: Schedule 2: Intensification Areas

Appendix 2: Schedule 6: Long Term Transit Network

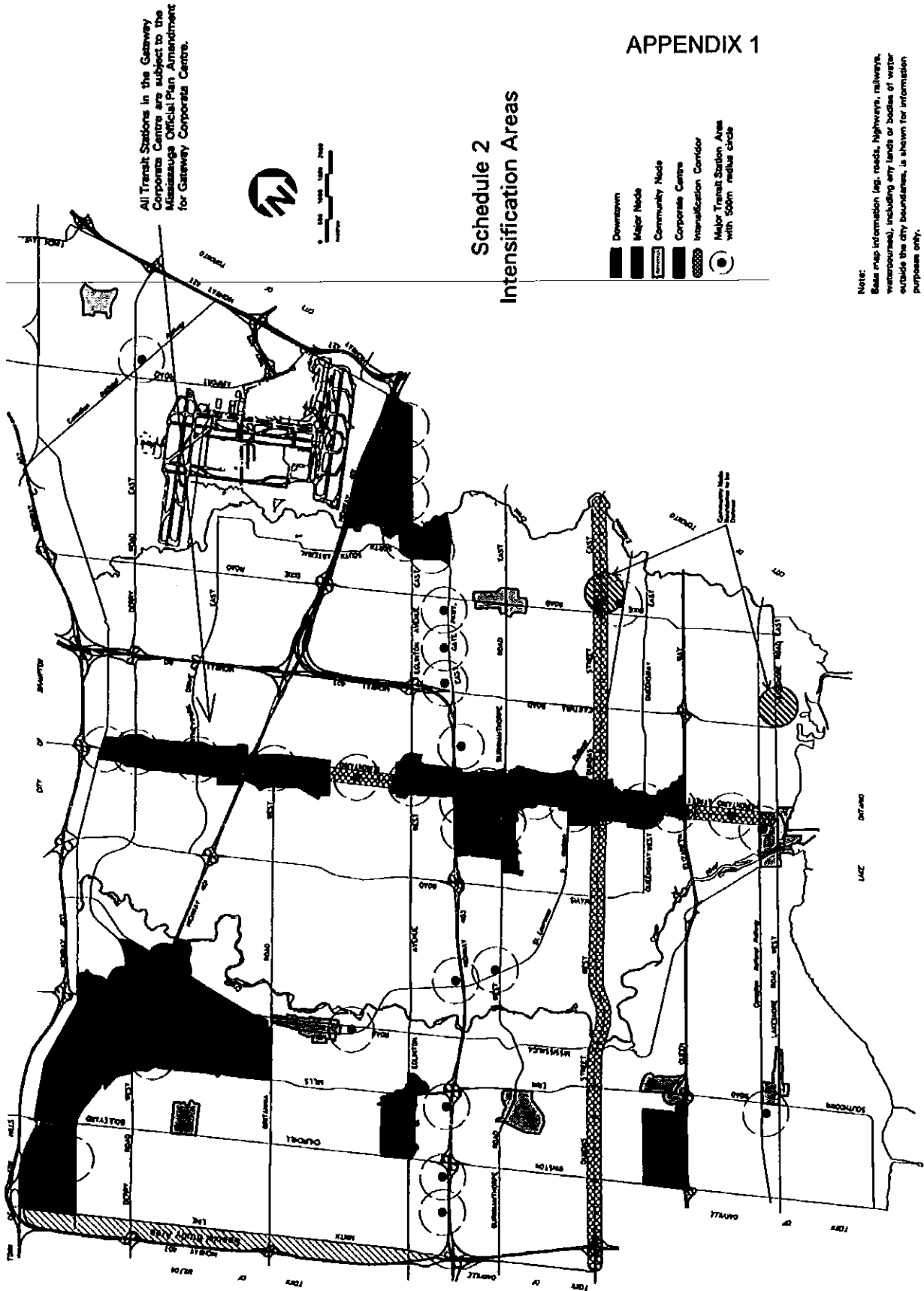


Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Karen Crouse, Policy Planner



APPENDIX 1



Schedule 2
Intensification Areas

APPENDIX 2

All Transit Stations in the Gateway Corporate Centre are subject to the Mississauga Official Plan Amendment for Gateway Corporate Centre.



Schedule 6 Long Term Transit Network

- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Light Rail Transit Station
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station

Notes:

1. Alignments and interchanges for rapid transit services to Toronto - Letter B, Pearson International Airport will be subject to further studies involving all affected municipalities.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Station locations and alignments for transit routes are shown conceptually.
5. Base map information (eg. roads, highways, railways, watercourses, including any lands or bodies of water outside the city boundaries) is shown for information purposes only.