MEETING AGENDA

PROJECT: Brampton LRT Alignment Decision Facilitation
PURPOSE: Facilitated Council Workshop 1 – Clarifying the Alignment and Decision Options
DATE & TIME: October 5, 2015 1:30pm – 5:00pm
LOCATION: Boardroom 2C & 2D West Tower
MGP FILE: 15-2425

PARTICIPANTS:
- Mayor Jeffrey
- Councillor Bowman
- Councillor Dhillon
- Councillor Fortini
- Councillor Gibson
- Councillor Miles
- Councillor Medeiros
- Councillor Moore
- Councillor Palleschi
- Councillor Sprovieri
- Councillor Whillans
- Bruce McCuaig

Purpose:
- The purpose of the October 5th workshop is to clarify the alignment options and narrow the options being considered.
- A second facilitated workshop, tentatively scheduled for October 16, 2015 (subject to Council Members schedules), will focus directly on the opportunities for consensus and a decision.

Format of the meeting:
- The meeting will be chaired by Lee Parsons, the Facilitator.
- This is not a final decision making meeting, and Councillors will not be expected to vote on the alignment of the LRT.
- While the public are welcome to attend the workshop, involvement from the public will be as spectators only. Members of the public will not be invited to participate or to give delegations.
- Bruce McCuaig, CEO of Metrolinx, has been invited to provide an opportunity for Members of Council to validate the information and data provided by Metrolinx to date.
**Agenda:**

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<thead>
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<th>Time</th>
<th>Agenda Item</th>
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<tr>
<td>1:30 - 1:45</td>
<td>1. Opening remarks by Facilitator.</td>
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<tr>
<td>1:45 - 2:10</td>
<td>2. Review of decision choices.</td>
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<td>2:10 - 2:30</td>
<td>3. Overview of comments from one-on-one interviews with Members of Council.</td>
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<tr>
<td>2:30 - 3:00</td>
<td>4. Questions to Metrolinx from the Facilitator and Council Members.</td>
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<td>3:00 - 3:15</td>
<td>Break</td>
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<td>3:15 - 3:30</td>
<td>5. Implications of alignment options to existing planning and transportation policy, based on information provided by Staff.</td>
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<tr>
<td>3:30 - 3:45</td>
<td>6. Redevelopment potential and economic development impacts on the Downtown, Highway 10 Corridor and alternative alignments, based on information provided by Staff.</td>
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<td>3:45 - 4:30</td>
<td>7. Narrowing the options.</td>
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<td>4:30 - 4:45</td>
<td>8. What additional information is required?</td>
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<tr>
<td>4:45 - 5:00</td>
<td>9. Closing remarks and next steps (Facilitator).</td>
</tr>
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LRT Facilitator Response Package

October 1, 2015
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Tab #2 – Responses to Facilitator Questions #1 to 5

Tab #3 – Response to August 12 Council Motion, items 3 to 5 (includes copy of motion)

Tab #4 – TRCA Correspondence

Tab #5 – Question & Answer Log for Councillor Requests to date
TAB#1

Cover Memo
Date: October 1, 2015

To: Lee Parsons, Malone Given Parsons Ltd. (MGP)

From: Jayne Holmes, Director — Capital Works

Re: LRT Facilitation — Questions from Facilitator

Mr. Parsons,

Please find attached the responses to your questions received on September 15, 2015 which were as follows:

1. Are the proposed routes consistent with the official vision for the City of Brampton as expressed through approved policy documents?

2. Do any of the proposed routes require changes to policy?

3. Are there any reports with regard to potential locations of major development opportunities (such as the University) that should be considered?

4. Is there information with regard to future growth, economic development, etc. that would support the future extension of the LRT north of the rail alignment?

5. What is the future planned role and vision for Queen St and what is the long term transit plan for the corridor?

6. From the August 12 motion for the LRT Facilitator, what is the staff response to clauses 3 and 4 regarding redevelopment potential and economic development impact on the downtown, Highway 10 corridor, and the alternative corridors arising from an LRT?

In addition, we have included the additional information as discussed on September 28, 2015:

- Correspondence from the TRCA regarding the creek alignment (Letter of March 26, 2014 & Presentation from July 8, 2015 Council Meeting)
- Question and answer log of Councillor requests to date.

Jayne Holmes
Director — Capital Works
905-874-2554
TAB#2

Responses to Facilitator Questions #1 to #5
1. Are the proposed routes consistent with the official vision for the City of Brampton as expressed through approved policy documents?

**Summary**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Official Plan</th>
<th>Secondary Plans</th>
<th>Transportation Master Plan</th>
<th>Economic Development Plan</th>
<th>Central Area Community Improvement Plan</th>
<th>Region of Peel Official Plan</th>
<th>Metrolinx Regional Transportation Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Hurontario-Main Street (TPAP Corridor)</td>
<td>●</td>
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<tr>
<td>2. Hurontario-Main Street (Underground North of Nanwood Drive)</td>
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<td>3. Hurontario-Main Street / Etobicoke Creek Valley / Queen Street</td>
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<td>4. Hurontario Street / Steeles Avenue / Kennedy Road / Queen Street</td>
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<td>5. Hurontario Street / Steeles Avenue / McLaughlin Road / Queen Street</td>
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<td>6. Hurontario-Main Street / Charolais Blvd / McLaughlin Road / ORDC Railway</td>
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<tr>
<td>7. Hurontario-Main Street / Charolais Blvd / McMurchy Avenue / ORDC Railway</td>
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<tr>
<td>8. Hurontario Street / Steeles Avenue (to the Bramalea GO Station)</td>
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<tr>
<td>9. Hurontario-Main Street / George Street Loop</td>
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</table>
This and all ensuing tables use the following key to depict consistency of the alternative routes with approved policy documents:

- Consistent
- Non-consistent

City of Brampton Official Plan (November 2013 Office Consolidation)

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Consistent?</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Hurontario-Main Street (TPAP Corridor)</td>
<td>●</td>
<td>Consistent with respect to the Sustainable City Structure (Central Area/Urban Growth Centre, Mobility Hubs, Major Transit Station Areas, and Intensification Corridors), Central Area, and Transit Network sections of the Official Plan.</td>
</tr>
<tr>
<td>2. Hurontario-Main Street (Underground North of Nanwood Drive)</td>
<td>●</td>
<td>Same as Alternative 1</td>
</tr>
<tr>
<td>3. Hurontario-Main Street / Etobicoke Creek Valley / Queen Street</td>
<td>○</td>
<td>Not consistent with policy in the Natural Heritage and Environmental Management chapter (development and site alteration is generally not permitted within a valleyland or watercourse corridor unless it has been demonstrated that there will be no negative impacts on the feature and its functions). Consistent with respect to the Sustainable City Structure (Central Area/Urban Growth Centre, Mobility Hubs, Major Transit Station Areas, and Intensification Corridors), Central Area, and Transit Network sections of the Official Plan, excepting the segment along the Etobicoke Creek Valley.</td>
</tr>
<tr>
<td>4. Hurontario Street / Steeles Avenue / Kennedy Road / Queen Street</td>
<td>○</td>
<td>LRT on Kennedy Road is not consistent with the Official Plan, as this road is not designated as a Primary Intensification Corridor on Schedule 1 nor designated as a BRT Corridor on Schedule C. Would be incompatible with the maintenance of a healthy, stable industrial area on the east side of Kennedy Road (the density of jobs in this industrial area is not supportive of LRT service / land value increases brought about by the LRT line would place these and adjacent lands under increased pressure for conversion to non-employment uses). Segments on Hurontario Street south of Steeles Ave, Steeles Ave, and Queen Street are consistent with respect to the Sustainable City Structure (Central Area/Urban Growth Centre, Mobility Hubs, Major Transit Station Areas, and Intensification Corridors), Central Area, and Transit Network sections of the Official Plan, excepting the segment along the Etobicoke Creek Valley.</td>
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2015-10-01
<table>
<thead>
<tr>
<th>Section</th>
<th>Notes</th>
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<tbody>
<tr>
<td>5. Hurontario Street / McLaughlin Road / Queen Street</td>
<td>LRT on McLaughlin Road is not consistent with the Official Plan, as this road is not designated as a Primary Intensification Corridor on Schedule 1 nor is it designated as a BRT Corridor on Schedule C. Intensification on McLaughlin Road would not be consistent with the City Structure. The residential areas adjacent to this road are stable residential neighbourhoods. The Official Plan states that, in order to sustain the principles of the City Structure and ensure that stable residential neighbourhoods are maintained, it is essential that higher densities be directed to key areas which support higher order transit and are appropriately situated to accommodate more intensity. Segments on Hurontario Street south of Steeles Avenue and Queen Street are consistent with respect to the Sustainable City Structure (Central Area/Urban Growth Centre, Mobility Hubs, Major Transit Station Areas, and Intensification Corridors), Central Area, and Transit Network sections of the Official Plan. Only part of the Steeles Avenue segment is designated as a Primary Intensification Corridor.</td>
</tr>
<tr>
<td>6. Hurontario-Main Street / Charolais Blvd / McLaughlin Road / ORDC Railway</td>
<td>LRT on McLaughlin Road is not consistent with the Official Plan, as this road is not designated as a Primary Intensification Corridor on Schedule 1 nor is it designated as a BRT Corridor on Schedule C. Intensification on McLaughlin Road would not be consistent with the City Structure. The residential areas adjacent to this road are stable residential neighbourhoods. The Official Plan states that, in order to sustain the principles of the City Structure and ensure that stable residential neighbourhoods are maintained, it is essential that higher densities be directed to key areas which support higher order transit and are appropriately situated to accommodate more intensity. The segment on Hurontario Street south of Charolais Blvd is consistent with respect to the Sustainable City Structure (Central Area/Urban Growth Centre, Mobility Hubs, Major Transit Station Areas, and Intensification Corridors), Central Area, and Transit Network sections of the Official Plan.</td>
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2015-10-01
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<tr>
<th>7. Hurontario-Main Street / Charolais Blvd / McMurchy Avenue / ORDC Railway</th>
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<tbody>
<tr>
<td>LRT on McMurchy Avenue is not consistent with the Official Plan, as this road is not designated as a Primary Intensification Corridor on Schedule 1 nor is it designated as a BRT Corridor on Schedule C.</td>
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</tr>
<tr>
<td>Intensification on McMurchy Avenue would not be consistent with the City Structure. The residential areas adjacent to this road are stable residential neighbourhoods. The Official Plan states that, in order to sustain the principles of the City Structure and ensure that stable residential neighbourhoods are maintained, it is essential that higher densities be directed to key areas which support higher order transit and are appropriately situated to accommodate more intensity.</td>
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</tr>
<tr>
<td>The segment on Hurontario Street south of Charolais Blvd is consistent with respect to the Sustainable City Structure (Central Area/Urban Growth Centre, Mobility Hubs, Major Transit Station Areas, and Intensification Corridors), Central Area, and Transit Network sections of the Official Plan.</td>
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<tr>
<th>8. Hurontario Street / Steeles Avenue (to the Bramalea GO Station)</th>
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<tbody>
<tr>
<td>Not supportive of efforts and direction in the Official Plan to promote the Central Area and Urban Growth Centre as a prime location for business, shopping, living, etc. by directing growth to another area of the city (the Steeles Avenue corridor).</td>
<td></td>
</tr>
<tr>
<td>Consistent with respect to the Sustainable City Structure (Gateway Mobility Hub, Major Transit Station Areas, Intensification Corridors), and Transit Network sections of the Official Plan.</td>
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<tr>
<th>9. Hurontario-Main Street / George Street Loop</th>
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<tbody>
<tr>
<td>Comparable to Alternative 1 — consistent with policy intention but requiring an amendment to designate George Street and a connection at the south end to Main Street as a BRT Corridor on Schedule C.</td>
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City of Brampton Secondary Plans

Note: All of the alternatives are consistent with the proposed direction and policies for the part of draft Secondary Plan Area 55 (Hurontario-Main Street Corridor) south of Steeles Avenue.

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Consistent?</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>1. Hurontario-Main Street (TPAP Corridor)</td>
<td>✔</td>
<td>Consistent with the goals, objectives and land use principles for SP 7 (Downtown Brampton) and proposed SP 55 (Hurontario-Main Street Corridor).</td>
</tr>
<tr>
<td>2. Hurontario-Main Street (Underground North of Nanwood Drive)</td>
<td>✔</td>
<td>Same as Alternative 1</td>
</tr>
<tr>
<td>3. Hurontario-Main Street / Etobicoke Creek Valley / Queen Street</td>
<td>✗</td>
<td>Not consistent with the objective (and associated policy) in SP 7 to provide for the identification and protection of watercourse and valley system, including floodplain. Consistent with the goals, objectives and principles for SP 7 (Downtown Brampton) and proposed SP 55 (Hurontario-Main Street) south of the Etobicoke Creek Valley.</td>
</tr>
<tr>
<td>4. Hurontario Street / Steeles Avenue / Kennedy Road / Queen Street</td>
<td>✗</td>
<td>Not consistent with the objective and land use principles of SP 54 of maintaining a healthy, stable industrial area on the east side of Kennedy Road (the density of jobs in this industrial area is not supportive of LRT service / land value increases brought about by the LRT line would place these and adjacent lands under increased pressure for conversion to non-employment uses). Generally consistent with the objectives and land use principles for SP 7 (Downtown Brampton), SP 17 (Brampton East), SP 24 (Fletcher’s Creek South), SP 36 (Queen Street Corridor), and SP 54 (Kennedy Road South).</td>
</tr>
<tr>
<td>5. Hurontario Street / Steeles Avenue / McLaughlin Road / Queen Street</td>
<td>✗</td>
<td>Not consistent with the land uses outlined for McLaughlin Road in SP 15 (Fletcher's West) or SP 16 (Brampton South). Consistent with the objectives and land use principles for SP 7 (Downtown Brampton) and the lands adjacent to Steeles Avenue East.</td>
</tr>
<tr>
<td>6. Hurontario-Main Street / Charolais Blvd / McLaughlin Road / ORDC Railway</td>
<td>✗</td>
<td>Not consistent with the land uses outlined for McLaughlin Road in SP 15 (Fletcher's West) or SP 16 (Brampton South). Generally consistent with the objectives and land use principles for SP 7 (Downtown Brampton).</td>
</tr>
</tbody>
</table>
| **Alt. 7. Hurontario-Main Street / Charolais Blvd / McMurchy Avenue / ORDC Railway** | 〇 | Not consistent with the land uses outlined for McMurchy Avenue in SP 16 (Brampton South).

Generally consistent with the objectives and land use principles for SP 7 (Downtown Brampton), the lands in SP 16 (Brampton South) adjacent to Charolais Boulevard, and the lands in proposed SP 55 (Hurontario-Main Street Corridor) south of Charolais Boulevard. |
| **Alt. 8. Hurontario Street / Steeles Avenue (to the Bramalea GO Station)** | 〇 | Not consistent with the land uses outlined for Steeles Avenue east of Hurontario Street in SP 17 (Brampton East), SP 18 (Brampton East Industrial), SP 19 (Bramalea West Industrial), SP 20 (Avondale), or SP 25 (Steeles Industrial).

Consistent with the objectives and land use principles for SP 38 (Bramalea Road South Gateway) and the lands in proposed SP 55 (Hurontario-Main Street Corridor) adjacent to Steeles Avenue east of Hurontario Street. |
| **Alt. 9. Hurontario-Main Street / George Street Loop** | ● | Same as Alternative 1 |

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**City of Brampton Downtown Brampton Special Policy Area Comprehensive Flood Risk and Management Analysis (2014)**

The tunnel segment of Alternative 2 (Hurontario-Main Street / Underground North of Nanwood Drive) would have to be engineered so as to be consistent with the technical requirements for managing flood risk for all of Special Policy Area 3. A policy to this effect is included in Secondary Plan 7 (Downtown Brampton).
## City of Brampton Transportation Master Plan (endorsed by Brampton Council in July 2013, currently out for 30 day review)

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<tr>
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<tbody>
<tr>
<td>1. Hurontario-Main Street (TPAP Corridor)</td>
<td>✔</td>
<td>Consistent with a recommendation for early implementation of the Hurontario-Main LRT and the depiction of this route on the “Recommended Rapid Transit Implementation by 2031” map.</td>
</tr>
<tr>
<td>2. Hurontario-Main Street (Underground North of Nanwood Drive)</td>
<td>✔</td>
<td>Same as Alternative 1</td>
</tr>
<tr>
<td>3. Hurontario-Main Street / Etobicoke Creek Valley / Queen Street</td>
<td>✗</td>
<td>Not consistent with a recommendation for early implementation of the Hurontario-Main LRT and the depiction of this route on the “Recommended Rapid Transit Implementation by 2031” map.</td>
</tr>
<tr>
<td>4. Hurontario Street / Steeles Avenue / Kennedy Road / Queen Street</td>
<td>✗</td>
<td>Same as Alternative 3</td>
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<tr>
<td>5. Hurontario Street / Steeles Avenue / McLaughlin Road / Queen Street</td>
<td>✗</td>
<td>Same as Alternative 3</td>
</tr>
<tr>
<td>6. Hurontario-Main Street / Charolais Blvd / McLaughlin Road / ORDC Railway</td>
<td>✗</td>
<td>Same as Alternative 3</td>
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<tr>
<td>7. Hurontario-Main Street / Charolais Blvd / McMurphy Avenue / ORDC Railway</td>
<td>✗</td>
<td>Same as Alternative 3</td>
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<tr>
<td>8. Hurontario Street / Steeles Avenue (to the Bramalea GO Station)</td>
<td>✗</td>
<td>Same as Alternative 3</td>
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<tr>
<td>9. Hurontario-Main Street / George Street Loop</td>
<td>✔</td>
<td>Same as Alternative 1</td>
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### City of Brampton Economic Development Plan (2015)

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<th>Notes</th>
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| 1. Hurontario-Main Street (TPAP Corridor) | ⬜ | Consistent with Objective 7.1 (Support corporate advocacy for infrastructure to support the business community) and, in particular, Action 3 (Expand and leverage partners for the following programs: All Day GO, Hurontario LRT, Peel Memorial Centre for Health and Wellness, SIRT Net).

Consistent with Goal 9 (To support economic growth and continued prominence of Brampton's Central Area through the development of the Office of the Central Area's mandate and priorities) and its Objectives.

Alternatives 1, 2 and 9 most strongly support these Objectives/Goals. |
| 2. Hurontario-Main Street (Underground North of Nanwood Drive) | ⬜ | Same as Alternative 1 |
| 3. Hurontario-Main Street / Etobicoke Creek Valley / Queen Street | ⬧ | Not consistent with overarching direction in the City of Brampton Official Plan to conserve and protect natural heritage features, functions and linkages.

Not consistent with Action 3 of Objective 7.1 (Expand and leverage partners for the following programs: All Day GO, Hurontario LRT, Peel Memorial Centre for Health and Wellness, SIRT Net).

Consistent with Goal 9 (To support economic growth and continued prominence of Brampton's Central Area through the development of the Office of the Central Area's mandate and priorities). |
| 4. Hurontario Street / Steeles Avenue / Kennedy Road / Queen Street | ⬧ | Not consistent with Action 3 of Objective 7.1 (Expand and leverage partners for the following programs: All Day GO, Hurontario LRT, Peel Memorial Centre for Health and Wellness, SIRT Net).

Consistent with Goal 9 (To support economic growth and continued prominence of Brampton's Central Area through the development of the Office of the Central Area's mandate and priorities). |
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<th></th>
<th>Description</th>
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<tr>
<td>5</td>
<td>Hurontario Street / Steeles Avenue / McLaughlin Road / Queen Street</td>
<td>Same as Alternative 4</td>
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<tr>
<td>6</td>
<td>Hurontario-Main Street / Charolais Blvd / McLaughlin Road / ORDC Railway</td>
<td>Same as Alternative 4</td>
</tr>
<tr>
<td>7</td>
<td>Hurontario-Main Street / Charolais Blvd / McMurchy Avenue / ORDC Railway</td>
<td>Same as Alternative 4</td>
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<tr>
<td>8</td>
<td>Hurontario Street / Steeles Avenue (to the Bramalea GO Station)</td>
<td>Not consistent with Action 3 of Objective 7.1 or Goal 9.</td>
</tr>
<tr>
<td>9</td>
<td>Hurontario-Main Street / George Street Loop</td>
<td>Same as Alternative 1</td>
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**Downtown Brampton Creative Economy (HACE) Plan, 2011-2016 (2010)**

The HACE Plan is focused on leveraging growth in the creative economy from key cultural industries represented by Heritage, Arts, Culture and Entertainment activities in Downtown Brampton. The HACE Plan is addressed in Goal 3 of the Economic Development Plan. All of the corridor alternatives excepting number 8 are supportive of the HACE Plan.
**City of Brampton Central Area Community Improvement Plan (April 2013 Consolidation)**

Note: The Central Area Community Improvement Plan builds upon the land use planning and community improvement policies set out in the City’s Official Plan and the Downtown Brampton and Queen Street Corridor Secondary Plans.

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<tr>
<th>Alternative</th>
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<tbody>
<tr>
<td>1. Hurontario-Main Street (TPAP Corridor)</td>
<td>✗</td>
<td>Consistent with the objectives of the CIP (particularly: Promote the role of Downtown as a destination; Promote intensification and improvement; and Maintain Main and Queen Streets as strong pedestrian and transit environments).</td>
</tr>
<tr>
<td>2. Hurontario-Main Street (Underground North of Nanwood Drive)</td>
<td>✗</td>
<td>Same as Alternative 1</td>
</tr>
<tr>
<td>3. Hurontario-Main Street / Etobicoke Creek Valley / Queen Street</td>
<td>✓</td>
<td>Not consistent with the objective to protect the watercourse and valley system. Not consistent with an objective of the CIP (does not support the maintenance of Main Street as a strong pedestrian and transit environment). Consistent with the objectives of the CIP (particularly: Promote the role of Downtown as a destination; and Promote intensification and improvement).</td>
</tr>
<tr>
<td>4. Hurontario Street / Steeles Avenue / Kennedy Road / Queen Street</td>
<td>✗</td>
<td>Not consistent with an objective of the CIP (does not support the maintenance of Main Street as a strong pedestrian and transit environment).</td>
</tr>
<tr>
<td>5. Hurontario Street / Steeles Avenue / McLaughlin Road / Queen Street</td>
<td>✗</td>
<td>Not consistent with an objective of the CIP (does not support the maintenance of Main Street as a strong pedestrian and transit environment).</td>
</tr>
<tr>
<td>6. Hurontario-Main Street / Charolais Blvd / McLaughlin Road / ORDC Railway</td>
<td>✗</td>
<td>Not consistent with an objective of the CIP (does not support the maintenance of Main and Queen Street as strong pedestrian and transit environments).</td>
</tr>
<tr>
<td>7. Hurontario-Main Street / Charolais Blvd / McMurchy Avenue / ORDC Railway</td>
<td>✗</td>
<td>Same as Alternative 6</td>
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<tr>
<td>8. Hurontario Street / Steeles Avenue (to the Bramalea GO Station)</td>
<td>✓</td>
<td>Same as Alternative 6</td>
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<tr>
<td>Alternative</td>
<td>Consistent?</td>
<td>Notes</td>
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<tr>
<td>1. Hurontario-Main Street (TPAP Corridor)</td>
<td>•</td>
<td>Consistent with the identification of the Hurontario corridor linking Brampton and Mississauga's urban growth centres as a Regional Intensification Corridor on Schedule D and as an Other Rapid Transit Corridor on Schedule G. Consistent with policy to accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.</td>
</tr>
<tr>
<td>2. Hurontario-Main Street (Underground North of Nanwood Drive)</td>
<td>•</td>
<td>Same as Alternative 1</td>
</tr>
<tr>
<td>3. Hurontario-Main Street / Etobicoke Creek Valley / Queen Street</td>
<td>○</td>
<td>Not consistent with policy that prohibits development and site alteration within the core areas of the Greenland systems in Peel. Consistent with the identification of the Hurontario corridor linking Brampton and Mississauga's urban growth centres as a Regional Intensification Corridor on Schedule D and as an Other Rapid Transit Corridor on Schedule G (up to Nanwood Drive). Supportive of policy to accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.</td>
</tr>
<tr>
<td>4. Hurontario Street / Steeles Avenue / Kennedy Road / Queen Street</td>
<td>○</td>
<td>Not consistent with the identification of the Hurontario corridor linking Brampton and Mississauga's urban growth centres as a Regional Intensification Corridor on Schedule D or as an Other Rapid Transit Corridor on Schedule G. Supportive of policy to accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.</td>
</tr>
<tr>
<td>Alternative</td>
<td>Description</td>
<td>Notes</td>
</tr>
<tr>
<td>------------</td>
<td>-------------</td>
<td>-------</td>
</tr>
<tr>
<td>5. Hurontario Street / Steeles Avenue / McLaughlin Road / Queen Street</td>
<td>Not consistent with the identification of the Hurontario corridor linking Brampton and Mississauga’s urban growth centres as a Regional Intensification Corridor on Schedule D or as an Other Rapid Transit Corridor on Schedule G. Less supportive of policy to accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.</td>
<td></td>
</tr>
<tr>
<td>6. Hurontario-Main Street / Charolais Blvd / McLaughlin Road / ORDC Railway</td>
<td>Not consistent with the identification of the Hurontario corridor linking Brampton and Mississauga’s urban growth centres as a Regional Intensification Corridor on Schedule D or as an Other Rapid Transit Corridor on Schedule G. Less supportive of policy to accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.</td>
<td></td>
</tr>
<tr>
<td>7. Hurontario-Main Street / Charolais Blvd / McMurphy Avenue / ORDC Railway</td>
<td>Not consistent with the identification of the Hurontario corridor linking Brampton and Mississauga’s urban growth centres as a Regional Intensification Corridor on Schedule D or as an Other Rapid Transit Corridor on Schedule G. Less supportive of policy to accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.</td>
<td></td>
</tr>
<tr>
<td>8. Hurontario Street / Steeles Avenue (to the Bramalea GO Station)</td>
<td>Not consistent with the identification of the Hurontario corridor linking Brampton and Mississauga’s urban growth centres as a Regional Intensification Corridor on Schedule D or as an Other Rapid Transit Corridor on Schedule G. Significantly less supportive with policy to accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (this corridor does not extend into the urban growth centre).</td>
<td></td>
</tr>
<tr>
<td>9. Hurontario-Main Street / George Street Loop</td>
<td>Same as Alternative 1</td>
<td></td>
</tr>
</tbody>
</table>

Note: A number of the policies in the Regional Official Plan concerning the Urban System and intensification direct or encourage the area municipalities to prepare policies that implement or support Regional objectives. These are included in the City’s Official Plan.

2015-10-01
<table>
<thead>
<tr>
<th>Alternative</th>
<th>Consistent?</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Hurontario-Main Street (TPAP Corridor)</td>
<td>✔</td>
<td>Consistent with the listing and depiction of the Hurontario corridor as an Other Rapid Transit (BRT / LRT / AGT) project in the plan for the regional rapid transit and highway network. Consistent with direction that the regional rapid transit and highway network be incorporated into municipal Official Plans.</td>
</tr>
<tr>
<td>2. Hurontario-Main Street (Underground North of Nanwood Drive)</td>
<td>✔</td>
<td>Same as Alternative 1</td>
</tr>
<tr>
<td>3. Hurontario-Main Street / Etobicoke Creek Valley / Queen Street</td>
<td>✗</td>
<td>Not consistent with the listing and depiction of the Hurontario corridor as an Other Rapid Transit (BRT / LRT / AGT) project in the plan for the regional rapid transit and highway network. Not consistent with direction that the regional rapid transit and highway network be incorporated into municipal Official Plans.</td>
</tr>
<tr>
<td>4. Hurontario Street / Steeles Avenue / Kennedy Road / Queen Street</td>
<td>✗</td>
<td>Same as Alternative 3</td>
</tr>
<tr>
<td>5. Hurontario Street / Steeles Avenue / McLaughlin Road / Queen Street</td>
<td>✗</td>
<td>Same as Alternative 3</td>
</tr>
<tr>
<td>6. Hurontario-Main Street / Charolais Blvd / McLaughlin Road / ORDC Railway</td>
<td>✗</td>
<td>Same as Alternative 3</td>
</tr>
<tr>
<td>7. Hurontario-Main Street / Charolais Blvd / McMurchy Avenue / ORDC Railway</td>
<td>✗</td>
<td>Same as Alternative 3</td>
</tr>
<tr>
<td>8. Hurontario Street / Steeles Avenue (to the Bramalea GO Station)</td>
<td>✗</td>
<td>Not consistent with the listing and depiction of the Hurontario corridor as an Other Rapid Transit (BRT / LRT / AGT) project in the plan for the regional rapid transit and highway network.</td>
</tr>
<tr>
<td>Alternative</td>
<td>Required Policy Changes</td>
<td></td>
</tr>
<tr>
<td>-------------</td>
<td>------------------------</td>
<td></td>
</tr>
<tr>
<td>1. Hurontario-Main Street (TPAP Corridor)</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>2. Hurontario-Main Street (Underground North of Nanwood Drive)</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>3. Hurontario-Main Street / Etobicoke Creek Valley / Queen Street</td>
<td>Amendments to the Strategic Plan, City of Brampton Official Plan, Secondary Plan 7, Transportation Master Plan, Economic Development Plan, Central Area Community Improvement Plan, Region of Peel Official Plan, and Metrolinx Transportation Plan.</td>
<td></td>
</tr>
<tr>
<td>4. Hurontario Street / Steeles Avenue / Kennedy Road / Queen Street</td>
<td>Amendments to the City of Brampton Official Plan, Secondary Plan 54, Transportation Master Plan, Economic Development Plan, Central Area Community Improvement Plan, Region of Peel Official Plan, and Metrolinx Transportation Plan.</td>
<td></td>
</tr>
<tr>
<td>5. Hurontario Street / Steeles Avenue / McLaughlin Road / Queen Street</td>
<td>Amendments to the City of Brampton Official Plan, Secondary Plan 54, Transportation Master Plan, Economic Development Plan, Central Area Community Improvement Plan, Region of Peel Official Plan, and Metrolinx Transportation Plan.</td>
<td></td>
</tr>
</tbody>
</table>

2. **Do any of the proposed routes require changes to policy?**

The answers to Question 2 build on the information provided in the response to Question 1 – alternatives deemed not consistent with an approved planning document in Question 1 would require changes to that document in order for that alternative to be implemented.

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Required Policy Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Hurontario-Main Street (TPAP Corridor)</td>
<td>None</td>
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<tr>
<td>2. Hurontario-Main Street (Underground North of Nanwood Drive)</td>
<td>None</td>
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<td>3. Hurontario-Main Street / Etobicoke Creek Valley / Queen Street</td>
<td>Amendments to the Strategic Plan, City of Brampton Official Plan, Secondary Plan 7, Transportation Master Plan, Economic Development Plan, Central Area Community Improvement Plan, Region of Peel Official Plan, and Metrolinx Transportation Plan.</td>
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<tr>
<td>4. Hurontario Street / Steeles Avenue / Kennedy Road / Queen Street</td>
<td>Amendments to the City of Brampton Official Plan, Secondary Plan 54, Transportation Master Plan, Economic Development Plan, Central Area Community Improvement Plan, Region of Peel Official Plan, and Metrolinx Transportation Plan.</td>
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<tr>
<td>5. Hurontario Street / Steeles Avenue / McLaughlin Road / Queen Street</td>
<td>Amendments to the City of Brampton Official Plan, Secondary Plan 54, Transportation Master Plan, Economic Development Plan, Central Area Community Improvement Plan, Region of Peel Official Plan, and Metrolinx Transportation Plan.</td>
</tr>
</tbody>
</table>
Station) Development Plan, Central Area Community Improvement Plan, Region of Peel Official Plan, and Metrolinx Transportation Plan.

9. Hurontario-Main Street / George Street Loop
Amendment to the City of Brampton Official Plan (see the note for Alternative 9 in the table for the City of Brampton Official Plan).

3. Are there any reports with regard to potential locations of major development opportunities (such as the University) that should be considered?

Section 1 provides a list of development applications that represent development activity over the past 3-5 years. These applications are at various stages of the development approval process. The applications are depicted on Map 1.

Section 2 provides a list of reports and studies that identify lands for potential development opportunities. The reports and studies are depicted on Map 2.

Section 3 provides a list of ongoing policy and strategic initiatives.

All of the reports and studies cited below can be provided upon request.

Section 1

Downtown (SPA 7):

1. Site Plan Application - (File SP09-010.001) Dominion Skate Building 45 Railroad Street: Attached is the Rec Report that went to Planning Committee in 2008. However, following an initial site plan application in 2009 and then revised site plan application in 2011, the applicant has come forward with updated site plan submitted in June, 2015.

   The applicant is proposing 2 towers and commercial space (potentially proposing a third tower).
   - Phase 1: 25 storey 215 residential units plus 1,002 square metres of commercial
   - Phase 2: 19 storey 173 residential units

2. Pre-Consultation Application (File PRE14.029) - 80 Scott Street - G&L Planning.
   - Phase 1: Terraced 10, 12, 14, storey high-rise buildings, 180 residential units
   - Phase 2: Replace the existing 6 storey, 79 unit apartment building, two (2) 30 storey residential high rise buildings (560 units - 280 units per tower)

2015-10-01
3. **OPA & ZBL Application (File: C01W05.041)** 
   57 McMurchy – Candevcon Limited – Hand Holdings.
   - 16 townhouse units

4. **OPA & ZBL Application (File: C01E04.013)** 
   17, 19, 21, 23, 25, 27, 29 Clarence Street - G&L Planning - Approved in principle on April 13, 2015.
   - 36 townhouses

5. **Pre-Consultation (File: PRE14.144)** 
   12 Henderson Ave & 18 Sheard Ave. Commercial Focus Advisory Services - Sandhu, Harjinder.
   - 71 townhouses

6. **ZBL Application (File C01E06.051)** 
   122 Main Street North – Weston Consulting - By-law approved at the OMB 2014.
   - Proposed mixed use development consisting 330 dwelling units, 1920 square metres GFA for retail.
   - Staggered height between 2-17 storeys

7. **Subdivision Application (File C01W06.072)** 
   Haggert and Dennison Avenue.
   - 10 townhouses

**Central Area (Outside of the Downtown):**

8. **OPA & ZBL Application - 174, 178, 180 & 184 Queen Street East (File: C01E06.053)**
   - Mixed-use building of up to 20 storeys in height (153 units) and 10,307 square metres of commercial GFA. The building is proposed to include:
   - Commercial / retail space and structured parking within a three-storey podium.
   - A tower with either exclusively office uses or a combination of office and residential uses.

9. **Pre-Consultation Application - 145 & 147 Queen Street East (File PRE14-101.000)**
   G&L Planning - Inzola Group. - Official Application anticipated this Fall.
   - Office Complex
   - Existing 5-storey office building fronting onto Queen Street East (+/- 2, 860 square metres)
   - Proposed 5-storey office building fronting onto Queen Street East and Lynch Street, Ground floor retail
   - Residential High Rise (128 units)
   - 21-storey residential high-rise fronting onto John Street and Lynch Street – 128 units

10. **OPA and ZBL (File C01E05.058)**
    33 Kennedy Road South, - G&L Planning Mayfair Realty Incorporated.
    - 29 storey building with 273 additional residential units for a total of 391 units with the existing building
11. Site Plan –(SP06-027.001) – 247 Queen Street East - Martinway/SHIP
   - Proposed 16 storey – 225 residential units, Commercial/Office GFA – 2855 square metres

12. ZBL Application (C02E05.035) – Weston Consulting.
   - Proposed 6 storey medical building with a 2 storey podium and a 4 storey tower.
   - Gross floor area of 12,020 square metres.

13. OPA/ZBL/ Site Plan Mattamy Phase (File C01E05.056) – Phase 2 is pending and could incorporate an additional 393 units and 610 square metres of commercial GFA according to recent discussions with the applicant.

Hurontario Corridor:

14. OPA/ZBL (File: T01W15.037) – 12 Developments (Brampton) Inc. - 209 Steeles Avenue. To permit a 12 storey apt building (189 units), and 268 townhouse units.

15. OPA/ZBL (File: C01W02.016) – 7 storey Retirement Resident
   - 155 Units
Section 2

Other Planning Reports and Studies that Identify Potential Development Opportunities:


ii. Hurontario Main Street Corridor Master Plan (2010) – This report documents a Master Plan for the Hurontario/Main Street corridor within the City of Brampton and the City of Mississauga. The Master Plan integrates planning for rapid transit, intensified land use and enhanced urban design. The Master Plan was used as the basis for the draft Hurontario-Main Corridor Secondary Plan (Area 55), which was presented to Council in May 2014.

iii. Main Street North Development Permit System (DPS) (2012) – The DPS combines zoning, site plan and minor variances into one approval with the aim of streamlining planning processes and facilitating redevelopment and intensification. It also allows greater flexibility in the planning framework to secure important land use, urban design, streetscape and other objectives. The DPS for Main Street North balances new investment and redevelopment with maintaining the existing historic built character of Main Street North. The DPS was approved by Council in 2012 (this decision was appealed to the Ontario Municipal Board – settlement hearings are ongoing).

iv. Queen Street West Land-Use Study Report (2014) – This report provides an update on the Queen Street West study, which was initiated to establish a vision for redevelopment in the area, including identifying stable residential neighbourhoods to be protected, and to make recommendations on changes to the planning and urban design policy framework to support that vision. The study serves as a background for establishing a Development Permit System for the area.

v. University Authorization to Promote Brampton as a Post-Secondary University Host Municipality (2013) – This report Identifies sites owned by the City in the Downtown with development potential for a post-secondary institution.

vi. Downtown Etobicoke Creek Revitalization Study (2014) – This report updated Council on the status of work and to seek direction for the advancement of work on the Downtown Etobicoke Creek Revitalization Study. In addition to flood mitigation measures, this study provides the urban design implications, urban design principles, master concept plan and assessed development and public realm opportunities.

vii. Brampton Mall Master Plan (2009) – This Master Plan, included in site plan application SP09-018.001, shows potential mixed use development and intensification of the site.

viii. Urban Design Brief – Peel Memorial Centre for Integrated Health and Wellness (2013) – This Urban Design Brief, included in site plan application SP12-076.000, shows the potential full development of the entire 17 ha site.
ix. **Recommendation Report – 1133 Queen Street East (2009)** – This report, in addition to recommending approval of a 25 storey 199 unit apartment building, provides a tertiary plan showing how the lands bounded by Queen Street, West Drive, Clark Boulevard and Norton Park could be developed.

x. **Downtown Brampton Special Policy Area Comprehensive Flood Risk and Management Analysis (2014)** – This report identifies strategic locations where development may be permitted in accordance with MNR and TRCA technical floodproofing requirements and establishes the policy direction enabling development within the special policy area while mitigating risk. The analysis and implementing Official Plan Amendment and Zoning By-law were approved by Brampton Council and the Minister of Municipal Affairs and Minister of Natural Resources in 2014.
Map 2 - Other Planning Reports and Studies

Identifying Potential Development Opportunities

2015-10-01
Section 3

i. University Exploratory Blue Ribbon Panel – A Blue Ribbon Panel and staff team are assisting Council in establishing a University in the City of Brampton.

ii. Downtown Mobility Hub Master Plan – A draft Request for Proposals has been prepared for a study of the Downtown Brampton Anchor Mobility Hub. The study will address: enhanced transit; terminal and parking requirements; developing the surrounding area, as appropriate, for more concentrated mixed land use; and, managing additional improvements for seamless integration of transportation (including for pedestrians and cyclists).

iii. Central Area Master Implementation Plan – A draft Project Charter has been prepared for a master plan study to align existing studies, plans and initiatives affecting the Central Area, identify gaps, and establish a shared vision.

iv. Queen Street Rapid Transit Corridor Master Plan – A Request for Proposals has been issued for a master plan study to evaluate technologies for rapid transit and establish a land use and urban design vision for the Queen Street Corridor between Downtown and Highway 50.

v. PMC and Surrounding Precinct Market and Economic Development Opportunity Study – A draft Request for Proposals has been prepared to develop an economic and market overview of the Peel Memorial Campus with an emphasis on life sciences, education and innovation, define the role of government in affecting economic growth, and prepare an implementation plan.

vi. Central Area infrastructure Master Plan – Phase 1 was completed 2014. A draft Request for Proposals has been prepared for Phase 2 to undertake an analysis of infrastructure required to support future intensification and mixed use development in the Central Area.

vii. Regional Express Rail (RER) and Two Way All-Day GO Rail Service Improvements – Metrolinx is planning to implement RER over the next 10 years. This will provide two way all-day service with trains running approximately every 15 minutes. Initial service improvements have been announced for Brampton, providing for improved rail service between Union Station and Mount Pleasant Station.
4. Is there information with regard to future growth, economic development, etc. that would support the future extension of the LRT north of the rail alignment?

Hurontario-Main Street north of the Canadian National Railway line is designated as a Primary Intensification Corridor on Schedule 1 and a BRT Corridor on Schedule C of the City of Brampton’s Official Plan. Intensification corridors are one of the City’s key intensification areas, planned to accommodate significant growth through higher residential and employment densities supporting higher order transit service. Intensification corridors will accommodate a mix of residential, office, institutional, employment and commercial development which supports the transit focus of these areas. Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking destinations within and beyond the City.

The nature of and detailed uses permitted within each intensification corridor will vary depending on the underlying land use designations. Much of the land adjacent to Hurontario-Main Street north of Vodden Street (in Secondary Plan Areas 1, 2, 3, 6 and 8) is designated for low density residential, commercial or employment used, though there are pockets of land designated for medium or high density residential uses. Hurontario-Main Street north of Vodden Street is expected to intensify over the long term.

An area-specific Development Permit System (DPS) for the lands adjacent to Hurontario Street between Church Street and Vodden Street was approved by Council in 2012 (this decision was appealed to the Ontario Municipal Board – settlement hearings are ongoing). The DPS combines zoning, site plan and minor variances into one approval with the aim to streamline planning processes and facilitate redevelopment and intensification. It also allows greater flexibility in the planning framework to secure important land use, urban design, streetscape and other objectives. The DPS for Main Street North balances new investment and redevelopment with maintaining the existing historic built character of Main Street North.

Hurontario-Main Street north of the Canadian National Railway line is currently served by a Brampton Transit Züm route (up to north of Sandalwood Parkway). The City of Brampton Transportation Master Plan recommends the addition of a Rapid Transit corridor on Hurontario-Main Street between Queen Street and Mayfield Road by 2031. Hurontario-Main Street between Downtown Brampton and Mayfield Road is depicted as an Other Rapid Transit (BRT / LRT / AGT) project in the plan for the regional rapid transit and highway network in the Metrolinx Regional Transportation Plan (The Big Move) and as an Other Rapid Transit Corridor in the Region of Peel Official Plan.
5. What is the future planned role and vision for Queen Street and what is the long term transit plan for the corridor?

Queen Street is an important corridor for revitalization and urbanized intensification in Brampton, linking to major centres and employment areas within and beyond the City's boundaries. Queen Street east of Chinguacousy Road is designated as a Primary Intensification Corridor on Schedule 1 and as a BRT Corridor on Schedule C of the City of Brampton’s Official Plan (see the response to Question 4 for a description of intensification corridors).

Specific sections of the Queen Street Corridor are designated for intensification in the applicable Secondary Plans (particularly in Secondary Plans 7 and 36 and, to a lesser degree, 37 and 41). Extensive sections of Secondary Plan Area 36, for example, are designated Central Area Mixed-Use or High Density Residential — the associated maximum Floor Space Indices or residential densities promote intensification. Other sections of the Corridor, particularly those designated Industrial or Business Corridor, will provide fewer opportunities for intensification.

Transit service in the Queen corridor from the Central Area easterly into York Region is envisioned to evolve from existing Züm bus rapid transit to higher order rapid transit in a dedicated right-of-way. The City of Brampton Transportation Master Plan recommends the addition of a Rapid Transit corridor on Queen Street between Main Street and the Vaughan Metropolitan Centre by 2031. Queen Street between Downtown Brampton and the Peel-York Boundary is depicted as an Other Rapid Transit (BRT / LRT / AGT) project in the plan for the regional rapid transit and highway network in the Metrolinx Regional Transportation Plan (The Big Move). Queen Street east of Main Street is depicted as an Other Rapid Transit Corridor in the Region of Peel Official Plan (Queen Street east of Main Street is depicted as an Other Potential Rapid Transit Corridor).

Metrolinx completed a Benefits Case Analysis for the Queen Street Corridor in May 2013. This analysis confirmed the benefits of running higher order transit along the corridor, but did not provide definitive answers as regards transit technology or route alignment. The City is currently undertaking a project to prepare a comprehensive Queen Street Rapid Transit Corridor Master Plan that will determine a preferred transit solution and provide the basis for subsequent detailed planning and environmental assessment exercises.

6. From the August 12 motion for the LRT Facilitator, what is the staff response to clauses 3 and 4 regarding redevelopment potential and economic development impact on the downtown, Highway 10 corridor, and the alternative corridors arising from an LRT?

To be provided under separate cover.
TAB#3

Responses to August 12 Council Motion

Items 3 to 5
City Council, at its August 12, 2015 meeting, passed the following Resolution:

C259-2015 Moved by Regional Councillor Miles
Seconded by Regional Councillor Moore

1. That the procurement of an LRT Facilitator be through the Informal Quotation process under section 11.5 of the Purchasing By-law 35-2012 by requesting quotations for services from the five potential facilitators identified by City Council for City Council’s consideration; and,

2. That the facilitation process must include the opportunity for Council to validate the information and statistical data provided by Metrolinx;

3. And further that the economic development impact on the Downtown, Highway 10 Corridor, and alternative alignments be presented by City staff or outside experts;

4. And further that the redevelopment potential of the Highway 10 Corridor, Downtown, and alternative alignments be presented;

5. And further that the findings on the alternate routes be presented to Council.
## Estimated Direct Economic Impact: Development Potential (Net Growth 2015-2041)

<table>
<thead>
<tr>
<th>Reference Zone</th>
<th>Area of New Development* (square feet)</th>
<th>Construction Value of Development</th>
<th>Employment</th>
<th>Total Annual Income</th>
<th>Total Annual Personal Income Tax**</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alternative 1</strong>: Hurontario-Main Street (TPAP Corridor) [5.6 km]</td>
<td>15.3 Million</td>
<td>$2.1 Billion</td>
<td>10,112</td>
<td>$456.0 Million</td>
<td>$75.7 Million</td>
</tr>
<tr>
<td><strong>Alternative 2</strong>: Hurontario-Main Street (Underground North of Nanwood Drive) [5.5 km]</td>
<td>15.3 Million</td>
<td>$2.1 Billion</td>
<td>10,112</td>
<td>$456.0 Million</td>
<td>$75.7 Million</td>
</tr>
<tr>
<td><strong>Alternative 3</strong>: Hurontario-Main Street / Etobicoke Creek Valley / Queen Street [6.5 km]</td>
<td>Technically Not Feasible (Prohibiting Regulations – Regulatory Floodplain)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Alternative 4</strong>: Hurontario Street / Steeles Avenue / Kennedy Road / Queen Street [8.1 km]</td>
<td>21.0 Million</td>
<td>$2.9 Billion</td>
<td>16,595</td>
<td>$700.1 Million</td>
<td>$112.0 Million</td>
</tr>
<tr>
<td><strong>Alternative 5</strong>: Hurontario Street / Steeles Avenue / McLaughlin Road / Queen Street [8.2 km]</td>
<td>18.3 Million</td>
<td>$2.5 Billion</td>
<td>11,572</td>
<td>$499.4 Million</td>
<td>$80.9 Million</td>
</tr>
<tr>
<td><strong>Alternative 6</strong>: Hurontario-Main Street / Charolais Boulevard / McLaughlin Road / ORDC Railway [7.8 km]</td>
<td>17.9 Million</td>
<td>$2.4 Billion</td>
<td>10,813</td>
<td>$498.0 Million</td>
<td>$78.4 Million</td>
</tr>
<tr>
<td><strong>Alternative 7</strong>: Hurontario-Main Street / Charolais Boulevard / McMurphy Avenue / ORDC Railway [6.7 km]</td>
<td>17.5 Million</td>
<td>$2.4 Billion</td>
<td>10,427</td>
<td>$466.8 Million</td>
<td>$77.1 Million</td>
</tr>
<tr>
<td><strong>Alternative 8</strong>: Hurontario Street / Steeles Avenue (to the Bramalea GO Station) [7.5 km]</td>
<td>9.5 Million</td>
<td>$1.2 Billion</td>
<td>7,156</td>
<td>$358.3 Million</td>
<td>$62.2 Million</td>
</tr>
<tr>
<td><strong>Alternative 9</strong>: Hurontario-Main Street / George Street Loop [5.6 km]</td>
<td>15.3 Million</td>
<td>$2.1 Billion</td>
<td>10,112</td>
<td>$456.0 Million</td>
<td>$75.7 Million</td>
</tr>
</tbody>
</table>

* Area of Development includes - Office, Residential, Warehousing/Industrial and Retail

**Construction Cost Assumptions - Source: Toronto Real Estate Board, 2015 Rough / Advanced Guide to Construction Costs

Note: This does not include any estimates for HST, corporate income tax and is based on industry standards for office building construction and employment generation. It also excludes the multiplier effect of employment.

Earnings Assumptions - Source: Statistics Canada, CANSIM, table 281-0027.

*Federal and Ontario income taxes only

The Growth Management and Special Policy division in the Planning and Infrastructure Services Department provided the Economic Development and Tourism Office with preliminary forecasts for population and employment along each route. The projections are preliminary forecasts prepared by Harrison Consulting Ltd. for the purposes of incorporation into Peel Regional Official Plan Amendment (ROPA) 27.

For each segment, the forecasts include the population and employment forecasted within approximately 500 metres on each side of the street (the derivation of which necessitated some estimation using the forecast class). Forecasts of gross floor area were derived using industry standards for space per employee for each employment type and for the size of dwelling units by type, as provided by Harrison Consulting Ltd.

This economic impact analysis provides information on potential total annual income, total annual personal income tax (federal and provincial) and construction value of development within the 500 metre buffer along the alternative routes, should the expected projections be realized.

The economic impact analysis relies solely to the development potential of each route and does not consider the economic impact associated with the cost of designing, building, financing, maintaining and operating the transit system and infrastructure for each alternative route.

Compiled by Economic Development and Tourism Office - Business Information and Competitive Policy Branch
Alternatives North of Steeles

ALTERNATIVES:
1) CURRENT - TPAP
2) UNDERGROUND NORTH OF WANNWOOD DR
3) STORICOKE CREEK VALLEY LAND
4) ALONG STEELES AVE, KENNEDY RD, QUEEN ST E
5) ALONG STEELES AVE, MCLAUGHLIN RD, QUEEN ST W
6) ALONG CHÂROLAI ST RD, MCLAUGHLIN RD, OREMAG RAILWAY
7) ALONG MCLAUGHLIN RD TO MCLAUGHLIN RD
8) ALONG STEELES AVE TO BRAMALEA GO STATION
9) GEORGE ST LOOP

NOTE:
ALTERNATIVES 2 & 3 HAVE SUB-ALTERNATIVES WITH A TOTAL OF 11 DIFFERENT ALTERNATIVES.
<table>
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<th>Alt.</th>
<th>Description</th>
<th>Comments (References are in comparison to TPAP surface route)</th>
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</table>
| 2    | Tunnel      | - Travel time savings: 3 min.  
- Highest additional cost: $380M (total $570 M)  
- Longest construction duration: up to 4 to 5.5 years |

*Flower City is our heritage. City-building is our business.*
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<th>Description</th>
<th>Comments (References are in comparison to TPAP surface route)</th>
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<tbody>
<tr>
<td>3</td>
<td><strong>Etobicoke Creek valley</strong>&lt;br&gt;(2 options – surface &amp; elevated)</td>
<td>- Prohibiting regulations (Regulatory Floodplain)&lt;br&gt;- Compromises flooding solutions in Downtown&lt;br&gt;- Property impacts including parklands&lt;br&gt;- Higher additional cost: $61M to $172M (total $250M to $360M + property)</td>
</tr>
</tbody>
</table>

Flower City is our heritage. City-building is our business.
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<th>Alt.</th>
<th>Description</th>
<th>Comments (References are in comparison to TPAP surface route)</th>
</tr>
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</table>
| 4    | Steeles-Kennedy-Queen | • Significant property acquisition (esp. Steeles Ave)  
• Restricted access on Kennedy Rd  
• Higher travel time: 4.4 min  
• Additional cost: $168M (total $360M + property)  
• Duplicates future High Order Rapid Transit (Steeles Ave & Queen St) |

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<th>Description</th>
<th>Comments (References are in comparison to TPAP surface route)</th>
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</table>
| 5    | Steeles-McLaughlin-Queen-Orangeville Brampton Railway | - Significant property acquisition (esp. Steeles Ave)
- Restricted access on McLaughlin Rd
- Impacts OBRY freight train operations
- Higher travel time: 5.2 min
- Additional cost: $336M (total $530M + property)
- Duplicates future High Order Rapid Transit (Steeles Ave) |

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<th>Description</th>
<th>Comments (References are in comparison to TPAP surface route)</th>
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</table>
| 6    | Charolais-McLaughlin-Orangeville Brampton Railway |  - Impacts OBRY freight train operations  
  - Property acquisition  
  - Higher travel time: 4.6 min  
  - Additional cost: $314M (total $500M + property) |

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<th>Description</th>
<th>Comments (References are in comparison to TPAP surface route)</th>
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</table>
| 7    | Charolais-McMurchy-Orangeville Brampton Railway | • Impacts OBRY freight train operations  
• Significant property acquisition on McMurchy Ave  
• Restricted access on McMurchy Ave  
• Higher travel time: 3.5 min  
• Additional cost: $307M (total $500M + property) |

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<th>Description</th>
<th>Comments (References are in comparison to TPAP surface route)</th>
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</thead>
</table>
| 8    | Steeles to Bramalea GO | - Significant property acquisition  
- Restricted access  
- Higher travel time: 2.9 min  
- Additional cost: $184M (total $370M + property)  
- Duplicates future High Order Rapid Transit (Steeles Ave) |

Flower City is our heritage. City-building is our business.
### Alt. Description

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<tr>
<th></th>
<th>George-Main Loop</th>
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</table>

### Comments (References are in comparison to TPAP surface route)

- Opportunity to increase sidewalks on Main St between Wellington St and Brampton GO (only 3 lanes needed for LRT and vehicles)
- Impacts traffic on both George St and Main St
- Unable to accommodate northbound stop in Downtown on George St
- Higher travel time: 2 min
- Additional cost: $48M

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TAB#4

TRCA Correspondence

(Letter of March 26, 2014 & Presentation at July 8, 2015 Council Meeting)
March 26, 2014

BY E-MAIL ONLY (ian.upjohn@snc-lavalin.com)

Ian Upjohn
SNC-Lavalin
195 The West Mall
Toronto, ON M9C 5K1

Dear Mr. Upjohn:

Re: Response to Etobicoke Creek Valley Alternative and Tunnels
    Hurontario/Main Street Light Rail Transit
    Etobicoke Creek Watershed: City of Brampton; Region of Peel

Toronto and Region Conservation Authority (TRCA) staff received an email request on March 13, 2014 from SNC Lavalin regarding an alternate light rail transit (LRT) route proposed through the Etobicoke Creek Valley from approximately Nanwood Drive north to Queen Street.

TRCA staff had extensive involvement in the review of the Hurontario/Main Street Corridor Master Plan and it was our understanding, based on the final Master Plan, that the preferred alternative was an LRT system along Hurontario Street between downtown Brampton and the Port Credit waterfront. Our concerns regarding development within this highly flood prone area were reiterated in our comments on the final report (May 27, 2011) which are attached for your reference.

Etobicoke Creek Valley Route and Tunneling Options

It is now our understanding that City staff have been asked to complete a separate assessment of alternative routes for the Hurontario LRT from north of Steeles Avenue to the Brampton downtown GO Station, as per Brampton Council direction received on November 20, 2013. In June 2012, TRCA staff provided an email response to the City regarding this route through the Etobicoke Creek valley. The City is now looking to reaffirm TRCA's position on this new alignment and possible tunnel options in order to screen out alternatives at a higher level.

The Etobicoke Creek alignment follows the flood plain and runs the length of conservation lands through a valley corridor, parallel to the watercourse. As noted in our 2012 email response, this alignment is contrary to TRCA's Valley and Stream Corridor Management Program, will be subject to significant flood hazard, will need to meet provincial safety requirements relating to flooding depths and will impact community plantings completed in partnership with the City of Brampton. This alignment contradicts general policies for infrastructure as per the draft Living City Policies and does not demonstrate that, "intrusions on natural features contributing to the conservation of land" can be avoided.

Tunneling options were also previously proposed under the CN rail corridor as part of the recommended LRT route through flood prone areas. Comments provided in the May 2011 response letter remain valid (Appendix A, Comment 1).
Downtown Etobicoke Creek Revitalization Study
TRCA and the City of Brampton have been working on the Downtown Etobicoke Creek Revitalization Study which balances the need to mitigate the existing flood hazard with the city's urban design vision. The study, which represents the first phase of a master planning process for the area, develops concepts for the downtown core that re-establishes the Etobicoke Creek as a major amenity, while mitigating existing flood risks during the regulatory storm. In order to achieve these goals, the study proposes several grand and complex solutions involving infrastructure, funding and landuse challenges.

Further work is required to refine the full extent of these challenges however it is known that major modifications to the flood protection channel within the valley will be needed. As such, any concepts that would pose additional constraints within the valley would be highly detrimental to the revitalization of the downtown area and would negate the majority of options available at this time to reduce the risk of flooding through the downtown core.

Recommendation
It is recommended that a comprehensive assessment of alternatives be completed that examines options which comply with provincial, local and conservation policies and interests. Options that utilize existing infrastructure (i.e., Hurontario Street) and minimize risk to life and property as a result of natural hazards should be considered first.

Should you have any questions, or require any additional information, please contact me at extension 5717 or at slingertatrca.on.ca.

Sincerely,

Sharon Linge
Senior Planner, Environmental Assessment Planning
Planning and Development

Encl: TRCA comments from May 27, 2011

BY E-MAIL
cc: SNC: Elham Ramandi (Elham.Ramandi@sncavallin.com)
Brampton: Bishnu Parajuli (bishnu.parajuli@brampton.ca)
TRCA: Carolyn Woodland, Director, Planning and Development
Beth Williston, Senior Manager, Environmental Assessment Planning
Quentin Hanchard, Senior Manager, Development, Planning and Regulation
Chandra Sharma, Etobicoke/Mimico Watershed Specialist
TRCA Involvement to Date

TRCA has reviewed/commented on:
- Hurontario/Main Street Master Plan – 2011
- Preliminary Design (pre-Transit Project Assessment Process) – 2012
- Informal submission – Etobicoke Creek valley alignment – 2012
- Environmental Project Report – 2014

TRCA has also been extensively involved with Brampton in conducting 3 key studies in Downtown Brampton since 2006:
- Comprehensive update of Downtown Brampton’s Special Policy Area (SPA) for the Official Plan process
- Flood remediation study for Etobicoke Creek through the downtown core
- Downtown Etobicoke Creek Revitalization Study

The comprehensive SPA update was approved by 2 Ministers of MNRF and MMAH in April 2014.
In 2014 a visioning exercise was completed for the Etobicoke Creek for the purposes of flood remediation through the Downtown core.

Flood remediation options for consideration within the valley area considered for LRT include:

- Channel Improvements from the Rail crossing to Clarence Street,
- Flood protection landform on the west bank of the river system, and
- Clarence Street bridge improvements
Downtown Etobicoke Creek Revitalization Study

Given the land requirements in order to facilitate a LRT system within valley lands, the City's vision for the creek corridor may not be viable, which may also limit the technical viability for flood remediation.

The flood remediation options identified as part of the Downtown Etobicoke Creek Revitalization Study work together to provide a comprehensive suite of measures intended to remove the flood risk from adjacent areas. Limiting the viability of one measure may result in the objective of complete flood remediation for surrounding areas to not be feasible.

Natural Heritage System

- The valley system in the subject area is a part of TRCA's Terrestrial Natural Heritage System Strategy and recognized as one of five significant Valleyland/Watercourse Corridors in the City of Brampton.
- The development of an LRT system within the valley would likely result in degradation of the localized ecological function and could result in far-reaching implications related to the larger system and the goals and objectives outlined in various policies and strategy documents of both TRCA and the City of Brampton.
- It is important to consider the cumulative impact on the natural heritage system when selecting viable locations for infrastructure.
The Living City Policies

Construction of an LRT system within the Etobicoke Creek valley contradicts many of TRCA’s infrastructure policies, including but not limited to:

- Locating infrastructure perpendicular to the Natural Heritage System (NHS) and not parallel to the NHS.
- That new infrastructure be situated at appropriate locations to avoid natural hazards, susceptibility to natural hazards is not increased and no new hazards are created (no increased risk upstream or downstream as a result of flooding and erosion).
- That the risk to public safety is not increased.
- That infrastructure projects on TRCA-owned lands be avoided, unless it is the only location technically compliant with the Infrastructure policies within The Living City Policies.

TRCA Position

LRT alignment along the Etobicoke Creek valley up to the Peel Memorial Hospital is not supported by TRCA

- The proposal is contrary to TRCA’s The Living City Policies
- The proposed alignment would be entirely located within the regulatory flood plain and is subject to significant flood hazard resulting in risk to life and property
- Implementation would negatively impact the natural systems of the valleylands, including newly restored habitats
- Proposed infrastructure must meet provincial and TRCA safety standards relating to flood depths and velocity
- Issues of impacts of filling and structures in the flood plain

LRT alignment at-grade along Hurontario/Main Street – Steeles Avenue to the Brampton GO Station

- Confirm the hydraulics through the entire study corridor from Steeles Avenue to the Brampton GO Station – should be no increase to flood risk – flood mitigation proposals/emergency plan as required
TAB#5
Question & Answer Log of Councillor Requests to Date
Councillor briefings on the Hurontario-Main LRT including findings of the alternative alignments assessment north of Steeles Avenue were held as follows:

<table>
<thead>
<tr>
<th>Date</th>
<th>Requestor</th>
<th>Request</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 27, 2015</td>
<td>Councillor Bowman</td>
<td>Information about the location of a GO station at the former Peel Memorial Hospital site vs. the existing Brampton GO station site.</td>
<td>May 5, 2015 - Link provided to a report for Planning, Design &amp; Development Committee in June 2009 about this issue as part of the 2009 Transportation &amp; Transit Master Plan. <a href="http://www.brampton.ca/EN/City-Hall/meetings-agendas/PDD%20Committee%202010/20100621pdd_N1.pdf">Link</a>. See Recommendation # 5 on page 2 of the report, and further details beginning at the bottom of page 14 to 16. The report states that the Downtown Mobility Hub will continue to be the Brampton GO station with strong transit links to support redevelopment of the Peel Memorial Hospital site.</td>
</tr>
<tr>
<td>June 16, 2015</td>
<td>Councillor Moore</td>
<td>Requested growth information for Downtown SPA and Queen Street corridor.</td>
<td>June 16, 2015 – Provided growth information for Downtown SPA and Queen Street corridor.</td>
</tr>
</tbody>
</table>

July 7, 2015 – Population and employment growth numbers provided along the corridor.
<table>
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<tr>
<th>Date</th>
<th>Requestor</th>
<th>Request</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 9, 2015</td>
<td>Councillor Sprovieri</td>
<td>Request for how many riders currently use the Downtown Terminal each day and for 10, 20 &amp; 30 years.</td>
<td>July 9, 2015 – 2013 passenger movements at the Downtown Terminal were provided. July 15, 2015 – Current passenger movements at the Downtown Terminal were provided as well as 2031 LRT ridership.</td>
</tr>
<tr>
<td>July 9, 2015</td>
<td>Councillor Gibson</td>
<td>Staff opinion of Smart LRT proposal from Sharon Yetman.</td>
<td>Forwarded to Metrolinx to respond since it involves LRT operations, but they have responded previously to Ms. Yetman and are no longer responding to her requests. September 11, 2015 – Council was provided with a link to two episodes of Dragon’s Den where a similar idea about platform technology for subway operations as well as freeways was presented by Ms. Yetman.</td>
</tr>
<tr>
<td>July 12, 2015</td>
<td>Councillor Dhillon</td>
<td>What is the proportion of jobs to residents in Brampton and Mississauga?</td>
<td>July 14, 2015 - The estimated 2014 activity rates (proportion of jobs to residents) are: Brampton: 34.1% (approx. 2.9 residents for each job located in Brampton) Mississauga: 66.0% (approx. 1.5 residents for each job located in Mississauga) Projections of Brampton’s short and longer term activity rates (based on the most recent preliminary forecasts that we have received from Hemson Consulting Ltd.) are: 2016: 34.8% 2021: 36.7% 2041: 37.0%</td>
</tr>
<tr>
<td>July 14, 2015</td>
<td>Councillor Gibson</td>
<td>Request for economic impacts of development along Hurontario-Main St and Queen St corridors.</td>
<td>August 21, 2015 – Memo from Economic Development sent to the Councillor containing the information requested.</td>
</tr>
<tr>
<td>July 15, 2015</td>
<td>Councillor Moore</td>
<td>Request for employment and residential forecasts along Hurontario-Main St and Queen St corridors.</td>
<td>July 17, 2015 - Tables provided with the forecast information within 500 m on each side of Main Street and Queen Street.</td>
</tr>
<tr>
<td>July 17, 2015</td>
<td>Councillor Gibson</td>
<td>Concern about various structures within the road right-of-way including building foundations.</td>
<td>August 7, 2015 – Noted that further detailed engineering studies will be undertaken in the next phase of implementation with further mitigation measures identified if required.</td>
</tr>
<tr>
<td>August 7, 2015</td>
<td></td>
<td>Who pays for additional mitigation of structures in downtown if required?</td>
<td>August 10, 2015 – Mitigation measures required in Downtown Brampton for the construction and operation of the LRT are part of the full capital funding of $1.6 billion to be paid by Metrolinx.</td>
</tr>
<tr>
<td>July 18, 2015</td>
<td>Councillor Sprovieri</td>
<td>Request for LRT ridership along the corridor.</td>
<td>July 21, 2015 – LRT ridership provided for 2031 as well as LRT trip origin/destination maps for the AM peak period.</td>
</tr>
<tr>
<td>Date</td>
<td>Requestor</td>
<td>Request</td>
<td>Response</td>
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<tr>
<td>July 18, 2015</td>
<td>Councillor Sprovieri</td>
<td>Is the Downtown Terminal overburdened?</td>
<td>July 21, 2015 — Downtown Terminal is not overburdened and does have some spare capacity.</td>
</tr>
<tr>
<td>July 21, 2015</td>
<td>Councillor Sprovieri</td>
<td>Soft costs and operating costs of HMLRT to Brampton taxpayers?</td>
<td>July 22, 2015 — Slides 18 &amp; 19 of July 8 presentation by staff outlines these costs.</td>
</tr>
<tr>
<td>July 21, 2015</td>
<td>Councillor Moore</td>
<td>Of those riders that disembark at Gateway Terminal currently and in 2031, how many go east to Sheridan and west to Bramalea GO?</td>
<td>July 23, 2015 — Specific origin and destination information at this location is not available without undertaking an origin/destination survey if requested.</td>
</tr>
<tr>
<td>August 7, 2015</td>
<td>Councillor Bowman</td>
<td>Any City costs associated with promoting the Metrolinx LRT display vehicle at City Hall?</td>
<td>August 13, 2015 — Metrolinx responsible for drop off/pick up of display vehicle and two staff during public viewing hours. Some City staff time involved with display vehicle including Farmers Market as well as display boards.</td>
</tr>
<tr>
<td>August 14, 2015</td>
<td></td>
<td>Asked for dollar value of City costs, and consultant costs to appear at Committee. Also why City staff needed to be on hand if Metrolinx staff present at display vehicle?</td>
<td>September 2, 2013 — Information provided to the Councillor.</td>
</tr>
<tr>
<td>August 10, 2015</td>
<td>Councillor Sprovieri</td>
<td>Who pays for additional costs if beyond $1.6 Billion?</td>
<td>August 17, 2015 - $1.6 B from Province includes contingencies for additional work. August 20, 2015 — Letter received from Bruce McCuaig, Metrolinx states “Like with all major transit infrastructure projects, as we advance work on the project, more detailed design and engineering analysis will be done. This detailed study and planning will inform approaches for how the project will be constructed to stay within the budget.” August 21, 2015 — Update sent to the Councillors referring to the Metrolinx letter above.</td>
</tr>
<tr>
<td>August 11, 2015</td>
<td>Councillor Bowman</td>
<td></td>
<td></td>
</tr>
<tr>
<td>August 12, 2015</td>
<td>Council meeting</td>
<td>Council requested additional information related to economic development impacts and alternative alignments.</td>
<td>October 1, 2015 — Additional information in clauses 3 to 5 were provided to the facilitator to be distributed to Council prior to the workshops.</td>
</tr>
</tbody>
</table>
MEMORANDUM

TO: Bruce McCuaig, Metrolinx
FROM: Lee Parsons, Malone Given Parsons Ltd. (the Facilitator)
DATE: October 1, 2015
MGP FILE: 15 – 2425: Brampton LRT Alignment Decision Facilitation
SUBJECT: Brampton LRT Alignment Decision Clarification – Workshop 1 October 5, 2015

As you are aware, on September 2, 2015, I was contracted by the City of Brampton, in my capacity as Facilitator, to assist Members of Council in coming to a decision on the HMLRT alignment which is due to be decided upon at the scheduled October 27th Council meeting.

During the initial fact finding stages of the Facilitation Process, MGP has reviewed background material, including your letter of July 3, 2015 addressed to Peter Fay responding to questions arising from the June 22, 2015 meeting of Brampton’s Planning and Infrastructure Services Committee, and subsequent discussion up to July 2, 2015 (attached).

MGP has met with Mayor Jeffrey and individual Members of Council to discuss their thoughts, concerns, comments and outstanding questions relating to the TPAP approved route and alternative alignments. A summary of the general comments that arose from those meetings will be addressed at the October 5th workshop.

A number of additional questions for Metrolinx have emerged, and we anticipate that there can be addressed at the October 5th workshop. There are:

Q1: When is the two-way all-day GO service expected to be implemented at Brampton GO Station?

Q2: Will this upgraded GO service require major changes to the existing station and parking configuration to incorporate the LRT?

Q3: What would be Brampton’s financial obligation to achieving two-way all-day GO service?

Q4: If the HMLRT terminates at Steeles, can the capital cost savings be used to accelerate the implementation of All Day GO to Brampton GO Station?

Q5: Metrolinx has stated that there would be a negotiated agreement between Brampton, Mississauga, and Metrolinx that would determine future sharing of net operating costs of the HMLRT. What would be the basis for allocation, what would be Brampton’s share, and what is the estimated magnitude of these cost for which Brampton may be responsible?

Q6: What mitigating measures are proposed by Metrolinx to limit the impacts on the Main St. South Heritage Area?
Q7: If Brampton chooses to delay the decision on LRT alignment beyond Steeles, how long will the funds allocated to the Brampton portion remain available to Brampton?

Q8: Could these funds be redirected to a future LRT on Queen Street?

Q9: Does Metrolinx anticipate the development of an expanded transit hub in the Brampton Downtown that would also incorporate a future LRT connection north on Main Street, and a future LRT connection along Queen Street east?

Q10: How would a decision not to connect the HMLRT to the Brampton GO Station affect Metrolinx’ overall regional transportation plans?

Q11: If an alignment decision beyond Steeles is not made by Brampton City Council by October 31st, 2015, what happens?

In addition to the above questions, workshop participants (the Facilitator, Mayor Jeffrey, and Members of Council) may ask you additional questions at the October 5th workshop.

Thank you for agreeing to attend the workshop to provide clarification on the above and other potential questions.

Lee Parsons, P.Eng, MCIP, RPP
Facilitator

Cc: Mayor Jeffrey
Members of Brampton City Council
Peter Fay, City Clerk, City of Brampton
Peter Simmons, Commissioner, Corporate Services, City of Brampton
July 3, 2015

Mr. Peter Fay
City Clerk/Executive Director of Council and Administrative Services
City of Brampton
2 Wellington Street West
Brampton, ON, L6Y 4R2

Dear Mr. Fay:

RE: Hurontario-Main LRT through Brampton – Responses to Questions from Planning and Infrastructure Services Committee of Council

Metrolinx welcomes the opportunity to assist the City of Brampton Council with its deliberations related to the Hurontario-Main LRT project and the alignment through Brampton. At the conclusion of the Planning and Infrastructure Services Committee of June 22, 2015, the Committee requested a response to a number of questions. Subsequently, additional questions have arisen for which a response has been requested. Responses to the questions posed to Metrolinx up to July 2, 2015 are addressed below.

Q1 Will Mississauga’s segment/section proceed as a fully funded project, even if Brampton does not accept a LRT surface alignment through its heritage district/core?

A The alignment approved through the Transit Project Assessment Process (TPAP) is the result of a number of years of planning work undertaken jointly by the cities of Brampton and Mississauga and Metrolinx. The project is part of a region-wide network of rapid transit set out in the regional transportation plan – The Big Move – and provides an important north-south service along Hurontario and Main Streets, linking population and employment centres, as well as providing important connections to the regional network at the Brampton, Cooksville and Port Credit GO stations. In the event that Brampton Council does not support the approved alignment, Metrolinx will proceed with the project to the Brampton Gateway Terminal. In this scenario Brampton will continue to be
responsible to provide bus connections between the Gateway Terminal and downtown Brampton.

**Q2** Will any costs associated with alignment changes made by Mississauga (i.e., to serve Sheridan College and Square One), be the responsibility of Mississauga, and not within the funding envelope announced by the Province of Ontario?

**A** The approved alignment for the project has always contained provisions for a “loop” to serve the Mississauga City Centre/Square One area. The details around the alignment will continue to be refined as part of the lead-up activities associated with readying the project for construction. If Mississauga were to seek a material change from the approved alignment, any increased cost would be the responsibility of the city. Metrolinx would reserve the ability to evaluate any change to determine how it impacts performance of the project.

**Q3** Will Brampton lose its share of funding if it does not accept a LRT surface alignment through its heritage district/core?

**A** The Province has committed $1.6 billion in capital funding to deliver the TPAP-approved LRT project that links the Port Credit, Cooksville and Brampton GO stations via Hurontario and Main streets. Should the TPAP-approved segment through the heritage district and downtown Brampton be rejected by Council, the project scope and related investment will be revised to reflect the link from Port Credit GO to the Brampton Gateway at Steeles Avenue only.

**Q4** Was the objective of the fully funded project to provide connectivity between the GO Station in Mississauga Port Credit and the GO Station in Downtown Brampton?

**A** While one of the key objectives of the project was to connect in to the regional transit network and to link transit nodes like the Brampton, Cooksville and Port Credit GO stations and the major transit terminals at Brampton Gateway Terminal and Mississauga City Centre, other objectives included supporting the land use and transportation plans and vision of the cities. The vision for the Hurontario-Main Street corridor and objective of the LRT project is to: provide easy, reliable, frequent, comfortable and convenient rapid transit service; transform Hurontario-Main into a beautiful street with attractive places along the corridor featuring expanded mobility, vibrant economic activity, and livable, connected, mixed-use neighbourhoods, integrated with the transportation infrastructure; and, recognize/reinforce the regional urban system and the planned urban structure of each city striving for mixed use, compact, intensified transit oriented development in the corridor.

**Q5** Is Metrolinx fully aware of Brampton’s position that it does not accept a LRT surface alignment through its heritage district/core; and confirmation that they have been made aware of the Brampton Council’s concerns with a
surface alignment north of Steeles both in December of 2013, and again in September 2014?

A Metrolinx is aware that the previous Brampton council had requested that city staff undertake additional analysis of alignment alternatives. We understand that this additional analysis is complete and has been tabled with city council for its consideration. The additional analysis concludes that the approved alignment represents the best alternative.

Q6 Is Metrolinx willing and agreeable to funding alternative options to an LRT surface alignment through Brampton’s heritage district/core during this round?

A Metrolinx is committed to the approved alignment, which is supported by funding provided by the Province of Ontario.

Q7 Who owns what portions of the LRT between Mississauga, Brampton and Metrolinx vis-a-vis rail infrastructure, trains, transit stops and shelters?

A Metrolinx, on behalf of the Province, will own the majority of the infrastructure required to implement a fully functioning LRT system as per the TPAP-approved alignment and design. Light rail vehicle (LRV) track, vehicles, stops and related furnishings, traction power sub stations, overhead catenary, and the maintenance and storage facility will be among the principal Metrolinx assets. Metrolinx will need to acquire from the City of Brampton a perpetual easement to accommodate the LRT over a portion of the Main Street road allowance.

Q8 Who pays for the LRT maintenance and operation, ongoing repair and replacement?

A The Premier and the Government of Ontario have committed to the capital cost of the construction of the Hurontario-Main LRT. The Province, Metrolinx and the cities of Brampton and Mississauga will enter into discussions regarding an approach to managing operating and maintenance costs associated with the LRT.

Q9 Given the five year plan to build LRT ridership, who pays for the initial shortfall in any revenue?

A See response to Question #8.

Q10 Ongoing operating costs including, but not limited to: drivers, buses, transformers?

A See response to Question #8.
Q11 Why is a decision needed at this time and what is the impact of a further delay?

A Any further delay in confirming the project scope will adversely impact start of construction scheduled for 2018. A delay in start of construction will delay the in-service date of late 2022.

In addition, an immediate impact of a further delay in confirming the project scope is the doubt it casts over the Metrolinx application for funding from the Government of Canada. Over the next several weeks the Metrolinx application under Round 7 of the PPP Canada funding program must be finalized. Failure to do so will result in an exclusion from the Round 7 eligibility and there is uncertainty regarding the availability of future funding programs.

Q12 What business mitigation plans will be developed for businesses along LRT and who will be responsible (i.e., local municipality or Metrolinx) for any loss of business liability?

A Metrolinx is committed to working with local businesses to mitigate the impacts of construction, as much as possible. Construction will be staged to minimize potential impacts for businesses to remain open and access to businesses maintained. A strategy will be developed in consultation with the business community and others, which will include signage, advertising and promotion, communications and a local project office, etc.

Q13 Will construction be undertaken in such a way to be sensitive to older buildings and structures?

A Through the TPAP an inventory of built heritage resources was completed for the entire project corridor. A series of strategies are identified to mitigate the impacts of construction and operation of the LRT on these resources including; minimizing encroachment wherever possible, conducting a more detailed heritage impact assessment, monitoring during periods of heavy construction, and pre-construction building surveys of structures to determine if other measures in addition to monitoring are warranted. Contractors will be required to monitor noise and vibration levels during construction and ensure equipment used is in a good state of repair.

To reduce vibration impacts during operation of the LRT, a rubber embedded rail system will be used to reduce the low level of noise (typically 5db) produced by a moving LRV. This system will also ensure that ground-borne vibration level limits are achieved. In some areas where reduced setbacks exist or higher LRT speeds are required proven techniques such as an upgraded rubber embedded rail systems can be used.
I trust this information contributes positively to Council's deliberations.

Sincerely,

Bruce McCuaig
President and Chief Executive Officer
October 01, 2015

Councillor Elaine Moore
Regional Councillor, Ward 1 & 5
City of Brampton
2 Wellington St. West
Brampton, ON L6Y 4R2

Dear Councillor Moore:

Thank you for your email of September 15 with respect to the Hurontario-Main LRT (HMLRT) project. The following information is being provided in response to your questions.

Ridership data

With respect to your question regarding the ridership data that I cited in my letter to you on September 11, 2015 – the number of riders that will use the LRT between 6:00 a.m. and 9:00 a.m. is projected to be 12,500 by the year 2031. This number is from the Business Case Analysis prepared in December 2014 for the cities of Brampton and Mississauga as part of the environmental assessment process. Ridership forecasts for the HMLRT, and all proposed transit projects in the GTHA, are derived through extensive modelling using tools recognized in the transportation planning sector in Ontario.

This 12,500 figure is a ridership forecast that attempts to anticipate LRT usage in the three-hour morning peak period, travelling in the peak, southerly direction, while the 7,200 figure in the June 22, 2015 Report prepared by City of Brampton staff illustrates carrying capacity of a three-car light rail vehicle.

TPAP-approved alignment

The TPAP approved alignment and design strives to meet the needs of the future LRT users so that they may rely on an efficient and reliable service to get to their destinations. As I indicated in my previous letter, Metrolinx sees the HMLRT as a single, integrated project. We have studied and analyzed the initiative as one project, rather than looking at how individual segments perform on their own. This is a standard industry approach when planning transit and transportation systems. I’m not in a position to provide you with information on how segments of the total alignment perform.
With projected ridership at 12,500 between Brampton GO and Downtown Mississauga by 2031, the Hurontario-Main project is ideally-suited for light rail transit, with room to support additional capacity as demand in the region grows. It is critical to consider the need for this project, and all major transit projects, within the context of forward-looking ridership projections and capacity.

**Metrolinx advertising**

Metrolinx has an obligation to ensure the public is informed about transit initiatives that are part of the regional transportation plan. The HMLRT is an important component in the development of a regional transit network. The ads recently placed in the Brampton Guardian were informational in nature and designed to convey the rationale for the LRT as well as the benefits the system could provide residents of Brampton.

**GO Train ridership**

We expect that the ridership we have built up with the frequent midday bus service will transfer to the new rail services. That was the intention. The bus service that was in place was a temporary measure introduced after the previous midday train service was suspended during the Georgetown South (GTS) expansion project. With the GTS project now complete, we have re-introduced midday train service, and were able to increase the service twofold. Going forward we expect the ridership to increase further because the train is an attractive transit option, relative to other modes of transportation. Our trains can accommodate a far greater number of passengers, they can provide more reliable trips since they’re separated from road traffic; thus getting passengers to/from Brampton - Toronto faster than the bus trips. Increased reliability and comfort by having midday travel options in both directions will attract new ridership. We have found that the introduction of off-peak service operating in both directions has led to increased ridership on the rail system. We expect that we will have a similar experience on the new service options between Mount Pleasant GO station and Union Station.

**Stakeholder groups**

Metrolinx strives to interact with a large number and wide variety of stakeholder groups with an interest in public transit and transportation throughout the GTHA. These various groups may be interested in a particular transit project or service, or may have a broader perspective on the role of transit in our communities. Fightgridlock and OneBrampton are two examples of the dozens groups within our service area that we may interact with. Metrolinx does not have any formal arrangement with either group, nor has Metrolinx provided either group with funding.

**Working with Municipalities**

The HMLRT has been a priority initiative for Metrolinx since 2006 and the project was identified as a key part of the regional transportation plan. We provided the cities of Brampton and Mississauga technical support for your collaborative efforts through the master planning, design and engineering phases. In December 2013, we joined the
cities of Brampton and Mississauga as project co-proponents and have worked collaboratively to advance the project through further public consultations and the Transit Project Assessment Process (TPAP) phase. Metrolinx strives to be as responsive as possible to all requests for our engagement. Given the priority we place on the HMLRT, Metrolinx has, and will continue, to make ourselves available at Council's request. You will recall I was asked to attend the July 8, 2015 HMLRT special meeting of Council and was asked to address questions from Council. Metrolinx will continue to make itself available to work with Council and city staff.

Approved HMLRT alignment

In September 2014, Council directed staff to report back on their findings with respect to an assessment of alternative alignments along with appropriate recommendations. Council now has the benefit of that advice in support of its deliberations related to the HMLRT. The additional work included an assessment of alternatives, completed on the City’s behalf by SNC-Lavalin. This work was subsequently peer reviewed by Hatch Mott MacDonald. While Metrolinx was not involved in this additional assessment, we believe it provides a credible and professional review of the relative impacts of the alternatives.

We believe the TPAP-approved alignment and design north of Steeles provides the best overall solution to connect Brampton travellers to a broader regional transit network in a way that is sensitive to local cultural, historic, environmental characteristics and gets users where they need to go quickly, reliably and efficiently. I also appreciate that some members of council have different views on what represents the best solution. While I respect that there are different views in the community, I also believe that it is important that a decision is made so that work can proceed on this important part of the regional transportation network.

I hope the information above is of assistance to you in your deliberations related to the HMLRT project.

Sincerely,

Bruce McCuaig
President and Chief Executive Officer

c. Peter Fay
Brampton LRT Decision

City of Brampton LRT Facilitated Workshop

Lee Parsons, Malone Given Parsons Ltd.
October 5, 2015
Decision Choices as of October 31, 2015

1. HMLRT Surface Alignment (as per TPAP)
2. HMLRT Terminates at Steeles Ave
3. Choose Alternative Alignment

Areas of Agreement: Vision

- A vibrant progressive Brampton
- A balanced & growing economy
- Meet transit needs of existing & future citizens
- Importance of the Downtown & Queen St.
- Importance of Brampton within GTA
Areas of Agreement: Heritage & Environment

- Importance of built heritage
- Importance of the natural heritage
- Importance of stable neighbourhoods

Areas of Agreement: Transit

- Two-way all-day GO
- LRT to Steeles
- LRT to Brampton GO Station
- Potential future LRT North of Downtown?
- Potential future LRT on Queen?
Areas of Agreement: Financial

- Maximize economic benefits
- Importance of financial responsibility
- Avoidance of unnecessary financial risk

Areas of Concern: Impacts

- Impact on heritage
- Impact on environment
- Impact on land uses adjacent to alignments
Areas of Concern: Downtown

- Geotechnical & flooding issues
- Impacts on Downtown business
- Difficult development
- Configuration of the mobility hub on Main St.
- How to link north on Main St. & east on Queen St.

Areas of Concern: Risk

- Unknown costs to Brampton
- Getting a fair share of the pie
- Missing an opportunity
- Ridership and economic benefits not realized
- Reputational benefit & risk to Brampton
Four Strategic LRT Implementation Objectives

1. Ensuring that Brampton achieves the maximum long term benefit
2. Mitigating impacts on built heritage, environment, neighbourhoods & business
3. Enabling future transit projects
4. Containing financial risk to the City
Q1 When is the two-way all-day GO service expected to be implemented at Brampton GO Station?

A1 On April 17th, the Premier announced the $13.5 billion Regional Express Rail (RER) program. On the Kitchener corridor, this program includes 15-minute, electrified, two-way, all-day service between Toronto's Union Station and Bramalea GO station. The program announced at that time also includes 15-minute peak direction diesel service between Mount Pleasant and Union Station, and 30-minute peak direction service between Kitchener and Union Station, with provision for express service from the Brampton area to/from Union Station. The overall program anticipates a doubling of GO rail services across the network over the next five years, and a quadrupling of service over 10 years.

On September 8th, service changes along the Kitchener line brought midday, off-peak GO Train service to Brampton and Mount Pleasant stations. This is just the beginning of what will be increased service along the Kitchener line. In 2016, service between Kitchener and Union Station will double.

With the increase in the level of service outlined in the preceding two paragraphs, over the next five years, the number of weekly trips on the Kitchener line is expected to grow to 286 and ridership in the corridor is expected to increase from five million annual riders to 15 million by 2029.

Beyond this significant expansion of service, Metrolinx and the Province have ambitions for even higher levels of service on the Kitchener corridor. However, this will require negotiations with CN Rail, the owner of the corridor between Bramalea and Georgetown, before firm commitments can be made. CN uses this part of its rail network as its primary east-west conduit for freight rail, and is a critical element of the network for the company, as well as a strategic economic asset for the City, region, Province and Canada as a whole. Discussions are underway with CN and we believe that strategies can be developed that will enable additional passenger rail services, while providing for the efficient movement of goods that is critical to the economy. The recent launch of midday service between Mount Pleasant and Union Station is an example of a positive outcome from our ongoing discussions with CN.

Q2 Will this upgraded GO service require major changes to the existing station and parking configuration to incorporate the LRT?

A2 The preliminary design and Transportation Project Approval Process (TPAP) approved environmental assessment report for HMLRT has confirmed that an integrated LRT stop can be accommodated at the Brampton GO station. This integrated connection will be further refined through the detail design stage. Station upgrades or modifications to support expanded GO service are currently being reviewed. Across the system, Metrolinx knows that station modifications, such as the addition of platforms, access tunnels and parking, will be required to support the RER program. The program includes an allocation for these improvements, but Metrolinx is also looking closely at strategies to increase alternate modes of access to stations, including local transit connectivity, ride-sharing and active transportation.
Q3 What would be Brampton’s financial obligation to achieving two-way all-day GO service?

A3 The RER program is fully funded by the Province of Ontario. Elements of the program impact municipal infrastructure, such as road and utilities that cross railway corridors. In addition, changes to the level of GO services also impact the local municipal transit services serving those stations. We are in the process of working with municipalities to assess impacts such as grade separations, traffic flow impacts and local transit operations.

Q4 If the HMLRT terminates at Steeles, can the capital cost savings be used to accelerate the implementation of All Day GO to Brampton GO Station?

A4 In April, funding was announced for both the RER program and the HMLRT. The Province has committed $1.6 billion in capital funding to deliver the TPAP-approved LRT project. The Minister of Transportation has indicated that if Brampton Council rejects the segment of the project alignment between Steeles Avenue and downtown Brampton, the funding associated with that segment would be returned to the Province’s Move Ontario Forward fund, where it could be reallocated to other priority transit projects in the GTHA that are in a high state of readiness, or reallocated by the Province to other priorities.

Q5 Metrolinx has stated that there would be a negotiated agreement between Brampton, Mississauga, and Metrolinx that would determine future sharing of net operating costs of the HMLRT. What would be the basis for allocation, what would be Brampton’s share, and what is the estimated magnitude of these cost for which Brampton may be responsible?

A5 Based on the preliminary HMLRT operations plan, estimated annual operating and maintenance costs are $23.9 million per year (2012$) for the full alignment from the Port Credit GO station to the Brampton GO station. The allocation of these costs has not been determined.

As part of the project implementation, Metrolinx will work with Brampton and Mississauga to examine operating and maintenance options. The HMLRT will serve both local and regional transportation needs. Putting in place the service will allow Brampton and Mississauga to withdraw, reduce or reallocate existing bus services. An appropriate and equitable sharing of operational costs will need to be developed, similar to the approach that is being taken with LRTs in other communities.

Q6 What mitigating measures are proposed by Metrolinx to limit the impacts on the Main St. South Heritage Area?

A6 The Main Street South area will not be impacted as all works will remain within the existing roadway right-of-way. No property is required, and mature trees and full driveway access will remain. The road cross section will remain as it is today with four lanes for vehicular traffic, and the LRT will share the two centre lanes. Sidewalks in the boulevards will be maintained.

Q7 If Brampton chooses to delay the decision on LRT alignment beyond Steeles, how long will the funds allocated to the Brampton portion remain available to Brampton?

A7 Should Brampton Council elect to delay its decision beyond October 31st, Metrolinx will amend the project scope for the HMLRT, with the Brampton Gateway Terminal at Steeles Avenue as the northern terminus. This will allow procurement of technical advisors and the owner’s engineer to proceed, as well
as to pursue the application for funding to P3 Canada. This will keep the project on schedule to begin construction in 2018, with service to customers in 2022.

As the project advances, it may not be possible to re-visit the project scope to re-introduce the segment between Steeles Avenue and the Brampton GO station. In addition, the existing funding from the Province of Ontario may have been reallocated to other priorities.

Q8 Could these funds be redirected to a future LRT on Queen Street?

A8 The funding commitment of the Province of Ontario is to the existing TPAP-approved HMLRT project. In addition, the proposal for rapid transit along Queen Street has not progressed to a point where it is ready for a funding commitment. The scope of the project is not known. Its performance relative to other priority projects cannot be tested until planning has advanced. The project would need to be planned in conjunction with the City of Vaughan to ensure that the east end of the corridor is integrated to support the regional transit system.

That being said, Metrolinx and the City of Brampton have a shared interest in the Queen Street Rapid Transit initiative. It was identified as a priority project in the regional transportation plan. However, there is much more work to be done before Queen Street rapid transit has progressed to the point that decision to proceed with the project can be made. A master planning study for rapid transit on Queen Street is commencing shortly to determine the appropriate technology (LRT and/or BRT) and the corridor alignment.

The Minister of Transportation has indicated that if Brampton Council rejects the segment of the project alignment between Steeles Avenue and downtown Brampton, the funding associated with that segment would be returned to the Province’s Move Ontario Forward fund, where it could be reallocated to other priority transit projects in the GTHA that are in a high state of readiness, or reallocated by the Province to other priorities.

Q9 Does Metrolinx anticipate the development of an expanded transit hub in the Brampton Downtown that would also incorporate a future LRT connection north on Main Street, and a future LRT connection along Queen Street east?

A9 A mobility hub is a place of connectivity between regional rapid transit services, and where different modes of transportation, from walking to rail, come together. Mobility hubs will have, or there will be plans to have, an attractive, intensive concentration of employment, living, shopping and entertainment around a major transit station. The Brampton GO station is a suitable location for a mobility hub as it brings together and will integrate all transit services (HMLRT, future Queen Street rapid transit, GO rail and bus services, Zum and local transit) while also promoting mixed use development.

Metrolinx is prepared to work with the City on these planning efforts, as they align with what is included in the regional transportation plan. As part of our commitment to working with Brampton, Metrolinx has agreed to co-fund Mobility Hub planning work in downtown Brampton, ensuring that there is alignment between the transportation planning that has been undertaken and the City’s land use planning. Completion of this Mobility Hub Study can occur in parallel with the further development of the HMLRT.

Q10 How would a decision not to connect the HMLRT to the Brampton GO Station affect Metrolinx’ overall regional transportation plans?

A10 Metrolinx’s regional transportation plan sets out a vision for an integrated, sustainable transit
network that will enhance prosperity and quality of life for millions of people living and working in the Greater Toronto and Hamilton Area (GTHA). The projects included in our plan are critical investments because they are needed locally, and are necessary for the long-term health and prosperity of the GTHA as a whole. You can see the results of significant investments today, including expanded GO Transit service, the Union Pearson Express, the Mississauga Transitway and York viva's bus rapid transit project. Other projects, such as the Eglinton Crosstown, Finch West LRT and the Hamilton LRT are under construction or are entering the final planning and procurement phases.

The HMLRT project is an integral part of the Metrolinx plan and will provide a critical regional link between Brampton and Mississauga, and to the regional network. The LRT will serve both local and regional transportation needs, connecting people to destinations within specific neighbourhoods and municipalities, linking population and employment centres, and to the regional network via the Brampton, Cooksville and Port Credit GO stations, the Mississauga Transitway and other important transit investments.

While the HMLRT is a viable project if it has a northern terminus at Steeles Avenue, it would mean that there would be less connectivity between local and regional transportation systems. The strength of the Brampton GO station and downtown Brampton as a regional hub would be diminished.

**Q11** If an alignment decision beyond Steeles is not made by Brampton City Council by October 31st, 2015, what happens?

**A11** Metrolinx will amend the project scope with the Brampton Gateway Terminal at Steeles Ave as the northern terminus. Technical advisory services consultants will be directed to develop the related project specifications and plans for procurement will reflect a project scope from Port Credit to Steeles Avenue. Should the application for federal funding progress to a subsequent stage of review/approval, related adjustments will be made as well. As indicated above in response to Q7, it may not be possible to re-visit the project scope to re-introduce the segment between Steeles Avenue and the Brampton GO station.

In this scenario, Brampton will continue to be responsible to provide bus connections between the Gateway Terminal and downtown Brampton. Funding that would have been invested in the segment of the project between Steeles Avenue and downtown Brampton could be used to fund other priority transit projects in the GTHA that are in a high state of readiness, or reallocated by the Province to other priorities.
## Summary of Alternative Routes Compared to TPAP Surface Route

<table>
<thead>
<tr>
<th>Alternative Routes</th>
<th>Compared to TPAP Surface Route</th>
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<tr>
<td><strong>(does not include property acquisition costs)</strong></td>
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</table>
| **2. Hurontario-Main St. (Underground north of Nanwood Drive)** | - Travel time savings: 3 min  
- Highest additional cost: $380M (total $570M)  
- Longest construction duration: up to 4 to 5.5 years. |
| **3. Hurontario-Main St. / Etobicoke Creek Valley / Queen St.** | - Prohibiting regulations (Regulatory Floodplain)  
- Compromises flooding solution in Downtown  
- Property impacts including parklands  
- Higher additional costs: $61M to $172M (total $250M to $360M + property) |
| **4. Hurontario St. / Steeles Ave / Kennedy Rd. / Queen St.** | - Significant property acquisition (esp. Steeles Ave)  
- Restricted Access on Kennedy Rd  
- Higher travel Time: 4.4 min  
- Additional cost: $168M (total $360M + property)  
- Duplicates future High Order Rapid transit (Steeles Ave & Queen St.) |
| **5. Hurontario St. / Steeles Ave / McLaughlin Rd. / Queen St.** | - Significant property acquisition (esp. Steeles Ave)  
- Restricted access on McLaughlin Rd  
- Impacts OBRY freight train operations  
- Higher travel time: 5.2 min  
- Additional cost: $336M (total $530M + property)  
- Duplicates future High Order Rapid Transit (Steeles Ave) |
| **6. Hurontario-Main St. / Charolais Blvd / McLaughlin Rd. / ORDC Railway** | - Impacts OBRY freight train operations  
- Property acquisition  
- Higher travel time: 4.6 min  
- Additional cost: $314M (total $500M + property) |
| **7. Hurontario-Main St. / Charolais Blvd / McMurchy Ave / ORDC Railway** | - Impacts OBRY freight train operations  
- Significant property acquisition on McMurchy Ave  
- Restricted access on McMurchy Ave  
- Higher travel time: 3.5 min  
- Additional cost: $370M (total $500M + property) |
| **8. Hurontario / Steeles Ave (to Bramalea GO Station)** | - Significant property acquisition  
- Restricted access  
- Higher travel time: 2.9 min  
- Additional cost: $184M (total $370M + property)  
- Duplicates future High Order Rapid Transit (Steeles Ave) |
| **9. Hurontario-Main St. / George Street Loop** | - Opportunity to increase sidewalks on Main St between Wellington St and Brampton GO (only 3 lanes needed for LRT and vehicles)  
- Impacts traffic on both George St and Main St  
- Unable to accommodate north bound stop on George St.  
- Higher travel time: 2 min  
- Additional cost: $48M |

Source: City of Brampton

Malone Given Parsons Ltd.
Summary of Alternative Routes in terms of Consistency with Policy

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Official Plan</th>
<th>Secondary Plans</th>
<th>Transportation Master Plan</th>
<th>Economic Development Plan</th>
<th>Central Area Community Improvement Plan</th>
<th>Region of Peel Official Plan</th>
<th>Metrolinx Regional Transportation Plan</th>
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<tbody>
<tr>
<td>1. Hurontario-Main Street (TPAP Corridor)</td>
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<td>8. Hurontario Street / Steeles Avenue (to the Bramalea GO Station)</td>
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● Consistent  
○ Non-consistent

Source: City of Brampton