



**Date:** November 4, 2008

**File:** P40 –Greater Toronto Transportation Authority/Metrolinx

**Subject:** **RECOMMENDATION REPORT**  
**Metrolinx Regional Transportation Plan Update:**  
**Comments on the Draft Regional Transportation Plan and**  
**Investment Strategy.**

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### OVERVIEW

- Metrolinx released the Draft Regional Transportation Plan (RTP) on September 26, 2008. The RTP, otherwise called ‘*The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area*’, contains 15 Strategic Directions and 100 recommended actions to be delivered through transportation projects over the next 25 years.
- The draft RTP includes new transportation projects that cost \$50 billion or \$2 billion annually over the next 25 years.
- Released in tandem, the Draft Investment Strategy outlines a strategy for financing the implementation of the RTP. The Draft Investment Strategy outlines 15 top priority projects to receive funding from the MoveOntario 2020 announcement in July 2007.
- Metrolinx recently released on their website four backgrounder reports: “Mobility Hubs”, “Modelling Methodology and Results for the Draft Regional Transportation Plan”, “Transit Technologies” and “Climate Change and Energy Conservation”.
- The Draft RTP identifies Downtown Brampton as an Anchor Hub, Express Rail to Downtown Brampton GO, and Queen Street and Hurontario Rapid Transit corridors. However, funding for mobility hubs has not yet been committed, and the other projects had been identified prior to the RTP.
- The RTP does not effectively respond to the provision of regional transit in newly developing areas to lead transportation behaviour. Even with emphasis on intensification, the *Growth Plan* targets call for Brampton to accommodate over 200,000 people outside the current built boundary

over the 25-years of the RTP (a new population larger than Burlington, Oakville or Richmond Hill today).

- Mount Pleasant Village Mobility Hub should be identified as a “Gateway Hub” as it meets the requisite criteria outlined in the RTP Mobility Hubs Backgrounder. Further, the Mount Pleasant Village Mobility Hub should also be identified due to its strategic location, potential to immediately drive transportation behaviour in a new community and its importance to the overall Regional transportation network.
- Initial analysis indicates that the Mount Pleasant Transit Village will represent an injection of over \$1 Billion dollars into the Ontario economy, which will spin-off employment and income for approximately 10,000 Ontarians by 2021.
- Metrolinx is soliciting comments on the Draft RTP and Investment Strategy by November 14<sup>th</sup> 2008. iTRANS Consulting Inc. was hired by the City of Brampton to undertake a separate review of the Draft RTP and Investment Strategy, which is attached to this report.
- Metrolinx is holding Open Houses and Public meetings as well as seven stakeholder meetings through to October 30<sup>th</sup> 2008. Metrolinx recognizes that municipalities, stakeholders and the public will raise additional issues and modifications.

## RECOMMENDATIONS:

1. **THAT** the report entitled “*Metrolinx Regional Transportation Plan Update: Comments on the Draft Regional Transportation Plan and Investment Strategy*” dated November 4, 2008 be received;
2. **THAT** the following key recommendations and comments to Metrolinx on the Draft Regional Transportation Plan be endorsed:
  - i. Metrolinx is requested to designate the Mount Pleasant Village Mobility Hub as a “Gateway Hub” since it meets the requisite criteria outlined in the RTP Mobility Hubs Backgrounder:
    - “...major transit station areas that are located at the interchange between **two or more current or planned regional rapid transit lines** as identified in the Draft RTP;
    - having **5,000 or more forecasted combined boardings** and alightings (in the morning peak period); and

- having **current or planned densities of at least 10,000 people and jobs** combined within 800 metres”.
- ii. Metrolinx is requested to designate Mt. Pleasant Village as a “Gateway Hub” on the basis of additional criteria that are appropriate to the assessment of mobility hubs:
    - Regional impact in terms of service
    - Effective multi-modal transportation interconnections;
    - Integrated transit and land use;
    - Meets *Growth Plan* objectives;
    - Potential to impact travel behaviour;
    - Meets sustainable plan objectives;
    - Potential to effect immediate action.
  - iii. Metrolinx is requested to designate Mount Pleasant as a “Gateway Hub” given that the province had demonstrated commendable foresight and provided significant investment in building the Mount Pleasant GO Station – a higher order transit facility serving an area that will experience significant growth over the next decade.
  - iv. Metrolinx is requested to identify the Bovaird and Steeles BRT corridors in the in Figure 4 of the Draft RTP, which illustrates the Metrolinx 15-year Plan. Whereas the initial phases of AcceleRide along these two corridors (as well as Queen and Main) have received funding from the province and a contribution commitment from the federal government, it is nevertheless important for the RTP to recognize these as key components of a regional transportation network that also affect the City’s ability to implement other identified projects. Furthermore, it would be appropriate to consider further funding for enhancements in these corridors during the life of the RTP, particularly on Steeles Avenue.
  - v. Metrolinx is requested to identify a rapid transit connection between Bramalea City Centre and the proposed Transitway Hub at the Airport-Renforth Gateway on Figure 4 of the Draft RTP, and which was included in the Brampton/Peel request for “Early Win” initiatives.
  - vi. Metrolinx is requested to identify a rapid transit corridor on Highway 427, between the Airport and Highway 7.
  - vii. Metrolinx is requested to recognize the importance of the North-South Transportation Corridor in the Regions of Halton and Peel and include this corridor in the Regional Transportation Plan.

- viii. Metrolinx is requested to devote more focus to the *Growth Plan* requirement for significant growth to be accommodated in municipalities outside of current built boundaries at densities that will require effective regional transit service in order to be realized. Furthermore, the RTP should focus on transportation that works together with land use as set out in the Growth Plan, rather than duplicating its policies. These matters are not adequately addressed in the RTP.
- ix. Metrolinx is requested to provide continued support for the Downtown Brampton Anchor Hub through both policy and investment, such that its full potential as a mobility hub compliant with the direction of the *Growth Plan* and the RTP can be achieved. Support for Downtown Brampton as an Anchor Hub is fundamental to the development of Brampton's Urban Growth Centre, accommodating significant residential intensification, employment and civic uses as envisioned in the *Growth Plan*.
3. **THAT** the City of Brampton encourage the Province to utilize the Mount Pleasant Village Mobility Hub as a demonstration pilot project – as described in the Mobility Hub Green Paper – to provide a model for future new mobility hubs in developing areas of the GTHA.
4. **THAT** Metrolinx and the province be requested to provide funding in the amount of \$23M to fill the shortfall in the total cost needed to develop the Mt. Pleasant Village community, for transportation elements that are fundamental to creating a mobility hub that meets Growth Plan and RTP principles.
5. **THAT** the City of Brampton finds the Investment Strategy does not put forward a long-term sustainable funding model that can accommodate the growth required under *Places to Grow*. In the absence such a plan, local municipalities will continue to face the challenge of meeting provincial objectives with limited local tools and financial resources.
6. **THAT** the report entitled "*Metrolinx Regional Transportation Plan Update: Comments on the Draft Regional Transportation Plan and Investment Strategy*" dated November 4, 2008 be forwarded to the Region of Peel for inclusion in the consolidated report to Regional Council, area municipalities and to Metrolinx as part of Peel's formal comments on the Draft RTP and Investment Strategy.
7. **THAT** staff be directed to forward Council's resolution and the report entitled "*Metrolinx Regional Transportation Plan Update: Comments on the Draft Regional Transportation Plan and Investment Strategy*" dated November 4, 2008, to Metrolinx by the November 14, 2008 commenting deadline.
8. **THAT** staff be directed to report back to Committee of Council following endorsement by Metrolinx of the Final Regional Transportation Plan before the end of the year.

## BACKGROUND

Metrolinx has now drawn on the seven themed Green Papers vetted through the consultation process with municipal and agency stakeholders and the public. City of Brampton staff provided comments on Green Papers 1 through 7 in Information Reports and staff presentation to Committee of Council on April 2nd 2008 and April 21st 2008 at Planning, Design and Development Committee. Comments on the seven Green Papers were provided to Metrolinx well before the commenting deadline for all papers.

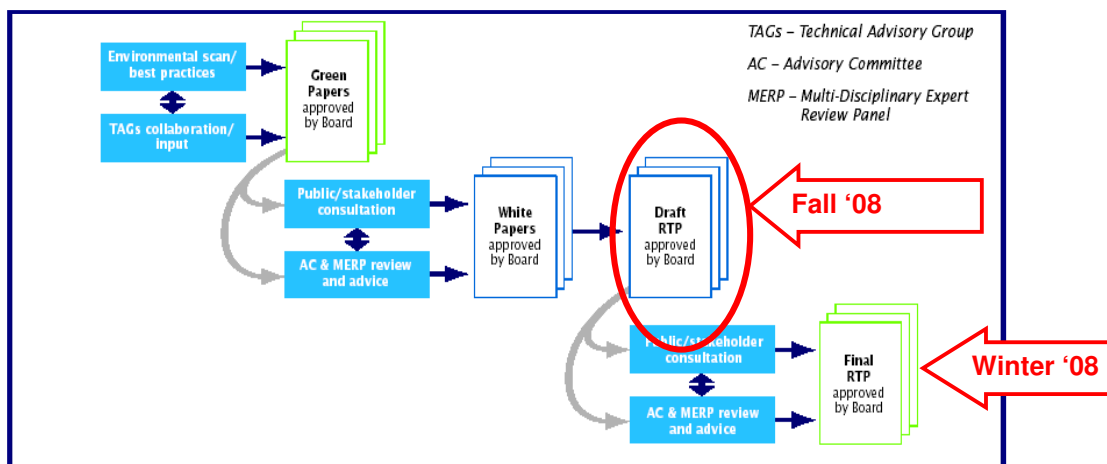
The Green Paper themes were consolidated into two “White Papers” released on May 9th 2008. The City of Brampton provided comments on the White Papers in an Information Report to Planning Committee on June 18th 2008 and forwarded to the Region to include in their Report to Regional Council on July 3rd 2008.

The Green and White Papers and the feedback provided to Metrolinx from stakeholders and the public have informed the development of the Draft RTP.

City staff have consistently provided justification and rationale for the inclusion of Mount Pleasant Village as a Mobility Hub during the development and review of the Green and White Papers, and now the RTP. The Green Papers also identified the potential, the utility, and the benefits of “pilot projects”. From the earliest inception of Metrolinx, City staff has been proposing Mount Pleasant Village as an ideal example of a pilot project that could set an example for similar development in future growth areas elsewhere in the GTHA. In addition to meeting *Growth Plan* policies and Metrolinx RTP definitions, Mt. Pleasant offers the potential for immediate delivery, given projected buildout in 3 to 5 years.

Since providing comments on the Green and White Papers, City staff met with Metrolinx, the Ministry of Transportation, the Metrolinx Mayor’s Advisory Committee and Working Team on several occasions to discuss the rationale for including key inter-regional transit and transportation links as well as the Mount Pleasant Village Mobility Hub in the Regional Transportation Plan.

The consultation process and current stage for the RTP process is as follows:



City of Brampton staff continues to play a role in the committees and advisory groups, including the Technical Advisory Group and Mayor's Advisory Committee.

## **CURRENT SITUATION**

Metrolinx released the Draft Regional Transportation Plan (or 'The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area') and Draft Investment Strategy at the Metrolinx Board meeting held on September 26<sup>th</sup> 2008. Preliminary comments from Board members were received and tabulated at that Board meeting, with the expectation for further comments from municipalities by November 14<sup>th</sup> 2008. It was expected that at the Oct 24<sup>th</sup> 2008 board meeting that Metrolinx would report to the Board with a progress report on the results of input arising from consultation with municipal staff. It is noted that Metrolinx staff continue to synthesize all input received in developing the final plan for the November 28<sup>th</sup> 2008 Board consideration.

The City of Brampton requested the consulting services of iTRANS Consulting Inc. to provide expert 3<sup>rd</sup> party assessment of the Draft RTP and Investment Strategy to further add to the City's analysis of the RTP. The Report provided by iTRANS has been attached to this report.

Release of the final RTP and a parallel 5-year capital plan is now expected before the end of the year.

### **The "Big Move": The Draft Regional Transportation Plan**

The *Greater Toronto Transportation Authority Act (2006)* mandates Metrolinx to create a multi-modal Regional Transportation Plan which takes into account all modes of transportation, makes use of intelligent transportation systems, promotes the integration of local and GO transit systems in the GTHA, works to ease congestion and commute times, reduces transportation related pollution and promotes transit-supportive development and the viability and optimization of transit infrastructure.

The RTP is intended to be a key piece in a three-part approach by the provincial government to prepare the GTHA for an additional 2.6 million people by 2031. It builds on the *Greenbelt Plan, 2005*, which protects 1.8 million acres of environmentally sensitive and agricultural land and the *Growth Plan (2006)*, which provides guidance and policies to manage growth to 2031. The RTP is to meet the *Growth Plan's* directions that call for a *transportation network that is balanced, provides for financially and environmentally appropriate modes and provides access to jobs, housing and services while supporting intensification.*

Metrolinx recognizes that bold changes need to be made to change a transportation system that is under capacity to serve the growth. To do this, the RTP needs to address more than infrastructure – it needs to change behaviour, address implementation and sustainable, long-term funding.

The Draft RTP contains **15 Strategic Directions**, grouped under the following themes:

- reducing the demands on the transportation system;
- increasing choices for travel;
- meeting the needs of the traveller;
- building communities that make travelling easier; and
- committing to continuous improvement.

These 15 Strategic Directions lead to **100 actions** that will be implemented over the next 25 years. Of these actions, **eight** are considered the highest priority, as listed in Figure 1.

**FIGURE 1: THE 8 “BIG MOVES”**

- |   |
|---|
| 1) A fast, frequent and expanded regional rapid transit network.                          |
| 2) A complete walking and cycling framework with bike-sharing programs.                   |
| 3) An information system for travellers, where and when they need it.                     |
| 4) A region-wide integrated transit fare system.  |
| 5) A system of connected mobility hubs.   |
| 6) Higher-order transit connectivity to the Pearson Airport district from all directions. |
| 7) A comprehensive strategy for goods movement.   |
| 8) An Investment Strategy to provide stable and predictable funding.                      |

The RTP’s transportation projects are organized into full (15-year) and substantial (25-year) completion. The two figures from the draft RTP showing the regional rapid transit and highway improvements for the 15- and 25-year plans are attached as Appendices 2 and 3.

Metrolinx has identified its top 15 priority projects to be implemented in the first 15 years of the RTP. These projects are identified in Figure 2, below:

**FIGURE 2: DRAFT RTP TOP 15 PRIORITIES**

1)	Express Rail on the Lakeshore Line from Hamilton to Oshawa
2)	Rapid transit in downtown Hamilton from McMaster University to Centennial Parkway
3)	Early phases of BRT service on Dundas Street in Halton and Peel
4)	403 Transitway from Mississauga City Centre to the Renforth Gateway
5)	Hurontario rapid transit from Port Credit to Downtown Brampton
6)	Brampton's Queen Street AcceleRide
7)	VIVA Hwy 7 and Yonge Street through York Region
8)	Spadina subway extension to Vaughan Corporate Centre
9)	Yonge Subway extension to Richmond Hill and capacity improvements
10)	Eglinton rapid transit from Pearson Airport to Scarborough Centre
11)	Upgrade and extension of the Scarborough Rapid Transit line
12)	Finch/Sheppard rapid transit from Pearson Airport to Scarborough Centre and Meadowvale
13)	Rail link between Union Station and Pearson Airport
14)	Rapid transit service along Highway 2 in Durham
15)	Improvements to existing GO Rail services and extension of GO Rail

Projects identified in the Draft RTP that have a direct impact on Brampton/ Peel Region, and that are contained within the 15-year plan and are outlined below (also included as Appendix 4).

1. AcceleRide- - Queen Street: Downtown Brampton to York U.
2. AcceleRide - Hurontario Street: Downtown Brampton to Hwy 407
3. AcceleRide - Hurontario Street: Sandalwood Pkwy to Downtown Brampton
4. Hurontario LRT/BRT Extension Sandalwood Pkwy to Mayfield Rd
5. Hurontario Higher Order Transit Corridor
6. Bike Racks on Buses
7. Express Rail Line to Downtown Brampton

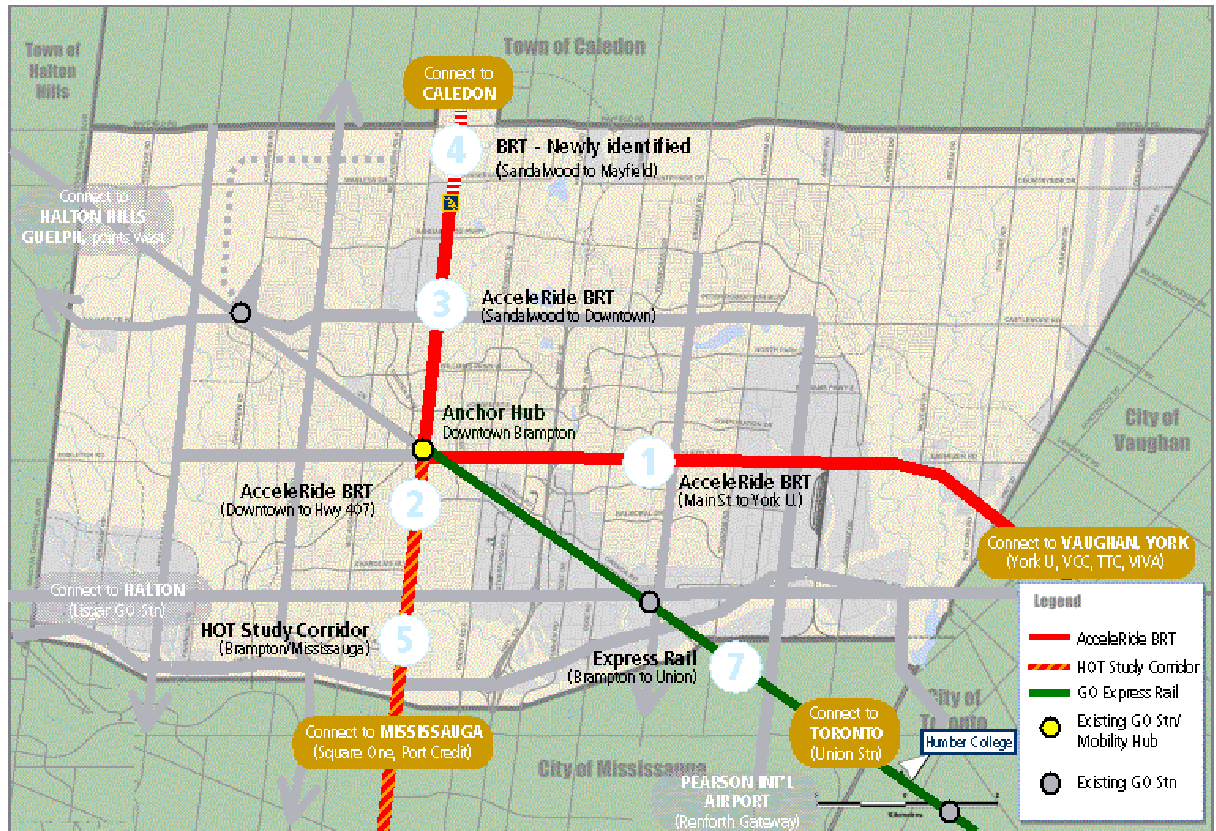
While not included in the 15-year plan, the GTA-West corridor is identified in the 25-year plan.

Of these projects, all except the Hurontario LRT/BRT extension from Sandalwood Pkwy to Mayfield Rd received funding commitments prior to the



release of the draft RTP, under GTTA Quick Wins, GO Capital Program, or other Government of Ontario funding. Only the Hurontario BRT extension from Sandalwood to Mayfield is a newly identified project.

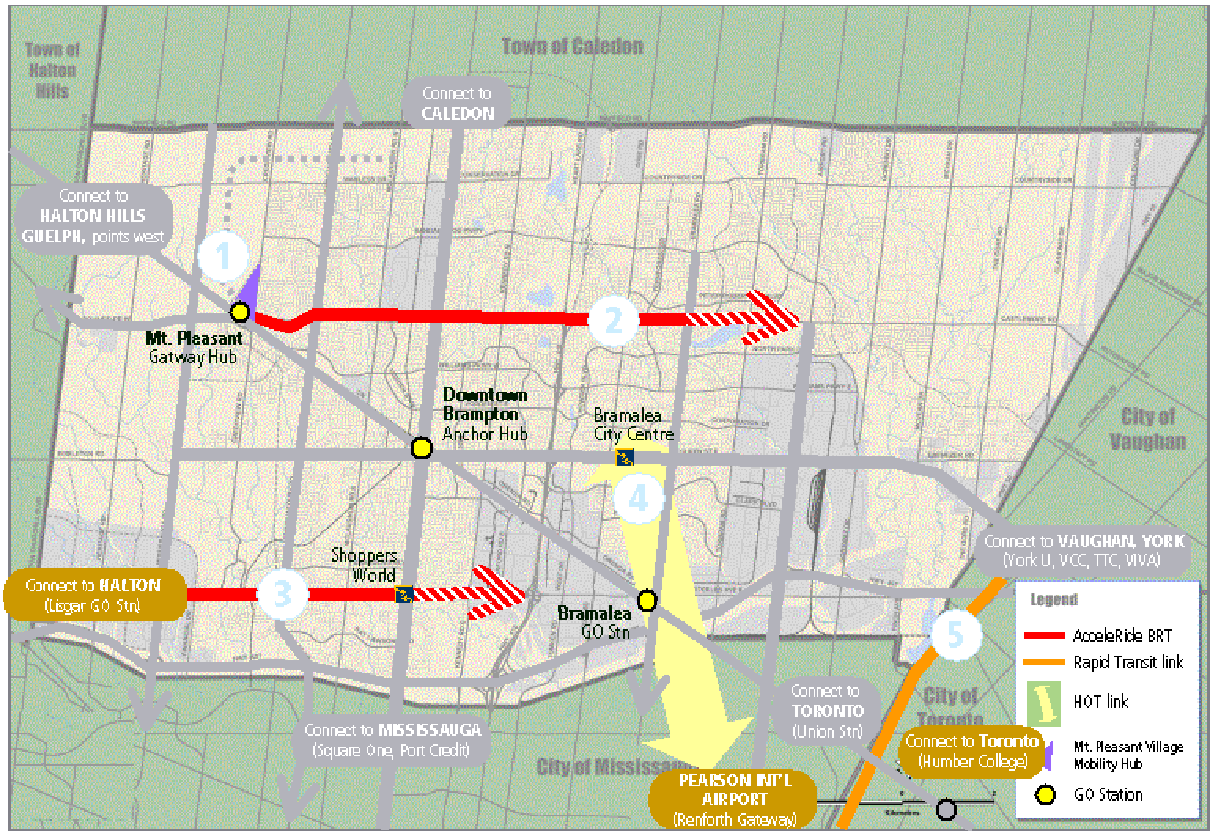
**FIGURE 3: BRAMPTON PROJECTS IDENTIFIED IN THE DRAFT RTP**



Projects not identified in the Draft RTP are:

1. Mount Pleasant Village Mobility Hub (not funded)
2. AcceleRide - Bovaird Drive: Mount Pleasant Village Mobility Hub to beyond Bramalea Road (in current AcceleRide funding)
3. AcceleRide - Steeles Avenue: Toronto-Brampton-Halton (in current AcceleRide funding but no funding for upgrade to exclusive lane BRT)
4. North-South Higher-Order Transit Line: Connecting Bramalea City Centre and Bramalea GO Station to Pearson Airport (not funded)
5. Highway 427 Rapid Transit: Pearson Airport to Hwy 7 (not funded)

FIGURE 4: BRAMPTON PROJECTS NOT IDENTIFIED IN THE DRAFT RTP



The recommendations of the RTP will guide decisions for the next 25-years. Under the Greater Toronto Transportation Authority Act, the RTP will be reviewed every 10 years. Metrolinx is recommending that the provincial Cabinet adopt the RTP as the province’s Regional Transportation Plan for the GTHA and require, through legislation that the planning and infrastructure decisions of municipalities and the province be consistent with the plan’s directions, and that a prescribed process be established for reviews/amendments to the RTP.

*Strategic Direction 1.3* directs local Official Plans and Transportation Master Plans to be updated to be consistent with the regional transit network. Achieving the integration between land use and transportation planning is important for the success of the RTP. The land use related directions proposed in the Draft RTP (mobility hubs and transportation corridors), will require clearly defined status relative to decisions under the Planning Act. Metrolinx suggests this being done through amendments through the *Greater Toronto Transportation Authority Act*, amendments to the *Growth Plan* or prescribing land use components of the RTP as a provincial plan as defined by the *Planning Act*. The province has not yet

released the legislative changes so it is not clear what the final implications will be from the perspective of the planning process.

The recommended alignments and technologies within the RTP will be developed through the Benefits Case Analysis that will be carried out with municipalities and local transit authorities. Projects will also be considered for Alternative Financing and procurement (AFP), which can expedite the delivery of projects. Individual projects will be included in the Annual Capital Program and Multi-Year Capital Plan that will cost, record and schedule project expenditures.

**The Investment Strategy**

To fulfill the regional transportation plan, Metrolinx has released a Draft Investment Strategy that contains a high level overview of the implementation focus, starting in 2009. The Plan’s recommendations for 15- and 25-years mean a \$50 billion investment over 25 years, which is equivalent to \$2 billion annually.

**FIGURE 5: TRANSIT CAPITAL COSTS**

15 Year Plan	16–25 Year Plan	Total	Annually
\$30 billion	\$20 Billion	\$50 Billion	\$2 Billion

The first series, the ‘Top 15 Priorities’, of projects in the Draft RTP will be supported through the province’s existing MoveOntario 2020 commitment. Announced in June 2007, MoveOntario 2020 commits \$17.5 billion to rapid transit expansion. The Government of Ontario will provide \$11.5 billion of the total, and the remainder will be sought from the federal government. Metrolinx is proposing to consult with the public and stakeholders and report to the Provincial Government in 2013 with strategic advice and options for potential revenue and financial tools to deliver the projects outlined in the 25-year plan.

The Investment Strategy will cover three phases:

**Phase One:** Quick Win Projects valued at \$750 million approved in the 2008 Ontario Budget (Bike Racks on Brampton Transit vehicles)

**Phase Two:** Beginning in 2009, the ‘Top 15 Priorities’ or rapid transit initiatives shown on the 15 –year plan will be supported by the MoveOntario 2020 commitment (Huronario Higher-Order Transit Corridor Development, Queen Street AcceleRide).

**Phase Three:** After MoveOntario 2020. Metrolinx proposes to report back in 2013 with recommendations on how to address 25-year plan or 2016 to 2033 projects.

Metrolinx proposes to consult with the province, municipalities and other stakeholders on how to “dedicate” land value increase that is created by new rapid transit corridors and hubs, potentially re-investing back into rapid transit initiatives.

The Investment Strategy was intended to result in a suite of potential dedicated, sustainable revenue sources and financing tools to fund and implement the RTP over the next 25 years. Instead, it only reiterates funding already committed under MoveOntario 2020, leaving uncertainty in decisions and planning for infrastructure over the longer term. Municipalities are in the process of updating Official Plan to accommodate significant growth to 2031 in compliance with the Provincial *Growth Plan* but without the certainty of the funding required for decision-making as it relates to significant and costly transportation infrastructure. The Investment Strategy, and to some extent, the RTP focus more on addressing historic shortfalls in infrastructure than planning for the growing future of the GGH. This leaves communities with significant growth potential like Brampton challenged with planning for growth of more than 200,000 new residents outside the built boundary alone without knowing whether significant transportation infrastructure elements will be delivered to support the growth. This is more than the current population of Burlington, Oakville or Richmond Hill.

## **DRAFT REGIONAL TRANSPORTATION PLAN COMMENTS**

### **General**

It is stated that the RTP will build on and compliment the existing *Growth Plan* for the Greater Golden Horseshoe, 2006 and the Greenbelt Plan, 2005. Although there is a close relationship to land use planning there are several duplications of the policies and requirements in the *Growth Plan*. The RTP should focus on transportation which works together with land use as set out in the *Growth Plan*, rather than duplicating its policies. Further, there are other directions that overlap with work municipalities are responsible for as part of their planning policy work, as directed by the *Growth Plan* and Provincial policy.

Although important for there to be an overall coordinator of transportation planning for all of the GTHA, as well between the province and municipalities, it is not clear what role Metrolinx will have in, for example, facilitating or managing mobility hub development projects or the identification and incorporation of mobility hubs into planning policy documents including Official Plans and Transportation Master Plans. This direction also parallels policies and strategies

that municipalities are responsible for undertaking, and appears unnecessary within the RTP.

## **Mobility Hubs**

The Mobility Hub policies of the draft RTP contained in *Strategic Direction 9: Develop a System of Mobility Hubs*, are premised on the notion that an attractive and environmentally sustainable urban structure requires fast, frequent and well-connected means of movement, and that an efficient and cost-effective transit system requires nodes (dense concentrations) of origins and destinations. The mobility hub concept is founded on the framework established in the *Growth Plan for major transit station areas*, defined as the area within a 500m radius of any existing or planned higher order transit station within a settlement area or a major bus depot in an urban core. *Major transit station areas* with significant levels of transit service planned for them in the RTP, high development potential, and a critical function in the regional transportation system are identified in the draft RTP as “Mobility Hubs”. The RTP also builds on the mobility hub definitions presented in the Green and White paper discussions by introducing quantitative thresholds for assessment.

## **Identification of Mobility Hubs**

*Strategic Direction 9.1* proposes that municipal Official Plans and Transportation Master Plans identify and incorporate two types of mobility hubs: Gateway Hubs and Anchor Hubs.

**Gateway Hubs** are defined as *major transit station areas* located at the intersection of regional transit lines, with high levels of planned transit service, but lacking the significant transit-oriented development potential of anchor hubs. These hubs would be current or planned gateways between regional higher-order transit lines and destinations. The Draft RTP presents the following three criteria that were applied to *major transit station areas* to determine if they qualified as Gateway Hubs:

- located at the interchange between two or more current or planned regional rapid transit lines as identified in the Draft RTP;
- have 5,000 or more forecasted combined boardings and alightings (in the AM peak period); and
- have current or planned densities of at least 10,000 people and jobs combined within 800m.

Candidate station areas that met only two of the three criteria, but performed exceptionally well on these criteria, were also identified.

**Anchor Hubs** are those *major transit station areas* that, in addition to meeting the criteria for Gateway Hubs, also have strategic importance given their relationship to urban growth centres or as major international gateways. These hubs encompass current or planned major regional destinations such as major institutions, employment centres, town centres, regional shopping centres, and have significant potential to attract and accommodate new growth and development.

Anchor Hubs are further broken down into a subset of typologies, distinguished by target metrics with respect to transit and active transportation modal splits and density. It is unclear whether there are any future funding implications based on the Anchor Hubs categorization. The draft RTP states only that the metrics should be taken into account by municipalities in the preparation of their mobility hub master plans (see below).

### **Other Destinations and Higher Order Station Areas**

The RTP further indicates that *major transit station areas* that do not meet the criteria for one of the two types are still important to the functioning of the transportation system, and would still need to conform to the policies of the *Growth Plan*.

The White Paper included Destination Hubs and Higher Order Station Hubs in its menu of mobility hub typologies, but these have been removed from the draft RTP. In their stead, *Strategic Direction 9.2* proposes that municipalities should also identify in their OPs and TMPs unique destinations with significant drawing power that are important regional activity centres and trip generators (e.g. universities, regional shopping centres, hospitals, tourism destinations, etc.).

### **Mobility Hub Master Plans**

*Strategic Direction 9.3* concerns the preparation of detailed master plans for mobility hubs and for other *major transit station areas* and unique destinations, where appropriate. These master plans are expected to:

- Set out policies and schedule for their achievement to conform with and implement the *Growth Plan's* policies for *major transit station areas* and/or UGC's;
- Establish minimum density targets that conform to the *Growth Plan*;
- Optimize TOD potential, and identify and implement incentives to promote TOD (e.g., streamlined planning and building approvals, reduced development application fees);

- Set target modal splits for transit usage, single occupancy vehicle trips and active transportation, and a projected schedule for their achievement;
- Establish a surface parking reduction strategy;
- Include design policies that help achieve LEED Gold standard, minimum, for new transit-related buildings;
- Minimize distance/time required for transferring between transit lines or services, and accessing key destinations;
- Give priority to transit, pedestrian, and bicycle access over all other modes, including priority measures on roads leading to the mobility hub;
- Provide traveller safety and convenience features and amenities (bike lockers, protected waiting areas, restrooms, retail uses, etc.).

The advanced planning underway for the Mount Pleasant Village Mobility Hub already addressed and meets or exceeds several of these objectives and criteria. This is addressed in more detail later in this report.

### **Mobility Hub Implementation**

At present, there is no committed funding for Mobility Hubs. The draft RTP indicates that Metrolinx will be developing a financial program to facilitate mobility hub capital improvements that increases over time to \$50M annually. This program would fund or leverage transit-related improvements (structured parking, land acquisition, station improvements, road realignments to facilitate integration of modes), with a focus on mobility hubs that:

- Have the greatest potential to improve the performance of the overall transit system and generate a return on investment;
- Demonstrate an ambitious/practical development plan for achieving or exceeding the land use and transportation objectives of the RTP and the minimum requirements of the *Growth Plan*;
- Have prepared a viable business plan that outlines the public and private financing techniques for achievement of the intended development; and
- Demonstrate best practices in the design and function of the mobility hub.

The investment program is proposed to be a revolving fund, providing the up-front assistance necessary to enable transit-related development to take place, which would in turn generate value enhancements, property tax revenues and other receipts.

### **Downtown Brampton: Anchor Hub**

Staff acknowledges that Downtown Brampton has been identified as an Anchor Hub in the Draft RTP. This accurately reflects the planned density and function of Brampton's downtown and it is anticipated that funding will be available in future for the further improvements to this hub through the Mobility Hub Capital Program. Further, the recognition of Downtown Brampton as an Anchor Hub is important for the City as it is in keeping with the Official Plan's strategic direction. The City has already made significant investment into the Downtown as part of the Central Area Vision and concept of the Downtown. However, the nature and amount of funding forthcoming from Metrolinx is still undetermined. Metrolinx needs to provide clarification in this regard so that planning in the Downtown can move forward to achieve more efficiently and more effectively its stated vision.

The Mobility Hub Backgrounder includes *Table 1: Anchor Hub Typologies*, and lists Downtown Brampton in the "Emerging Anchor Hubs" category. Emerging Anchor Hubs are characterized as towns/smaller city centres, with one or more transit stations, intermodal capability, several destinations, retail, some civic presence, and significant development potential. Twenty-five year target metrics include 200 people and jobs per hectare, 30% transit modal split, and 20% active transportation among area residents. Included in this category alongside Brampton are Oakville Midtown, Oshawa Downtown, and Downtown Pickering.

### **Mount Pleasant: Gateway Hub**

The Mt. Pleasant Village Mobility Hub will be a transit-oriented, sustainable, mixed-use community centred on the Mt. Pleasant GO station in Brampton. It has been the subject of a comprehensive planning exercise that has included the elements of a detailed master plan as required in the RTP. Initial economic analysis indicates that the Mount Pleasant Transit Village will represent an injection of over \$1 Billion dollars into the Ontario economy, which will spin-off employment and income for approximately 10,000 Ontarians by 2021.

The draft RTP includes a revised definition of "Gateway Hub" which accurately describes the planned role and function and the high level of regional transit service contemplated for Mt. Pleasant, yet it is not shown on Figure 4 of the RTP (15-Year Plan for Regional Rapid Transit and Highway Improvements). Planning for this transit-oriented community has been founded on all of the Provincial *Growth Plan* principles, not just transportation elements, which set a leading example for other GTHA municipalities in similar *major transit station area* settings.

Development is expected to begin in 2009 provided sufficient funding can be identified for the transit infrastructure.



Throughout the RTP process to-date – from the Second Tranche Quick-Win submission to the review and commentary on the Green and White papers, Brampton has been making its case for recognition of the Mount Pleasant Transit Village as a designated Mobility Hub in the Regional Transportation Plan. Comments to date have consistently demonstrated that Mt. Pleasant Village includes all of the ingredients of a successful mobility hub, including: multi-modal transportation, urban density, high levels of pedestrian priority, embedded technology, economic vitality and competitiveness, and a strong sense of place.

However, Mt. Pleasant has consistently been – and is still – absent from the network of mobility hubs identified in past reports and in the 15- and 25-year plans for regional rapid transit and highway improvements now shown in the draft RTP. Mt. Pleasant is acknowledged only in the appendices to the RTP Mobility Hubs background paper, where it is cited in the table of “Examples of potential major transit station areas”. This designation, however, does not bestow any meaningful status from the perspective of potential funding forthcoming from Metrolinx.

As was stated earlier, the draft RTP has introduced quantitative criteria for designating mobility hubs that were not spelled out in the Green or White papers. Having reviewed these criteria, staff continues to strongly support the inclusion of Mt. Pleasant in the RTP as a Gateway Hub, and has concluded upon further analysis that it satisfies these requirements, as summarized in the following sections.

*Metrolinx Draft RTP Gateway Criteria*

(a) **Gateway Hub Criteria 1: Located at the interchange between two or more current or planned regional rapid transit lines as identified in the Draft RTP.**

The Mount Pleasant Village Mobility hub will serve as an interface for GO commuter rail, AcceleRide BRT, and conventional transit service. As demonstrated by iTRANS’ detailed review of the Draft RTP, as attached to this report, the former two services are regional rapid transit lines. The AcceleRide program will provide a frequent, comfortable, and reliable BRT services along the cities primary arterial corridors connecting to adjacent municipalities and key destinations. The AcceleRide program has received funding commitments from both the provincial and federal governments, based in part on the recognition of its regional function and filling in the missing links to the northwest GTA needed to achieve a seamless transit/transportation network.

The component lines that make up the AcceleRide BRT program are deemed to be regional services by virtue of their destinations and linkages. In this

regard, the Bovaird corridor service is a “regional rapid transit line” that is directly connected into the Mount Pleasant mobility hub, along with GO commuter rail. From a service design perspective, it is also anticipated that the Hurontario BRT line can be diverted into Mt. Pleasant to meet GO Trains.

Staff is concerned that the narrow definition of BRT in the draft Regional Transportation Plan, which describes it as a service operating predominantly in a dedicated running way, unfairly dismisses the regional benefit of proposed services, such as the Bovaird AcceleRide line, and subsequently biases the criteria applied to the evaluation of mobility hubs. The AcceleRide Bovaird line, though not likely to operate in a separate ROW (though operations are facilitated through various other transit priority measures), is still designed as a regional BRT service. Furthermore, since it has already been funded by the province and the federal government, no additional funding is being requested for Bovaird AcceleRide – only the recognition of its role and function in the RTP.

(b) **Gateway Hub Criteria 2: Have 5,000 or more forecasted combined boardings and alightings (in the AM peak period).**

The Mobility Hubs Backgrounder, Appendix C, identifies Mt. Pleasant as a “Potential Major Transit Station Area”, with 3100 projected AM Peak Period combined boardings and alightings in 2031. This does not reflect the findings of a more detailed review and analysis, as outlined below.

ITRANS Consulting Inc. has completed a modelling exercise for Mount Pleasant on behalf of the City of Brampton, using the current EMME/2 Transit & Transportation Master Plan (TTMP) model. Two scenarios were modelled: 1) Draft RTP, and 2) Draft RTP with AcceleRide.

- *Draft RTP Scenario*

The Brampton TTMP model was coded using the assumptions provided in Appendix C of the Draft RTP Modelling Backgrounder report. These assumptions as they pertain to Mount Pleasant are listed below:

**FIGURE 7: DRAFT RTP SCENARIO: 2031 NETWORK CHARACTERISTICS**

TRANSIT	NETWORK	FREQUENCY	SPEED
GO Transit Rail	Brampton to Union Station	20 minute	80 km/hr
GO Transit Rail	Georgetown to Brampton GO	20 minute	50 km/hr
GO Transit Bus	Based on 2008 routes	As is	25 km/hr
AcceleRide	Queen as shown in Draft RTP	5 minute	30 km/hr
AcceleRide	Main as shown in Draft RTP	5 minute	30 km/hr
Brampton Transit	Based on 2008 routes	As is	20 km/hr

The modal split for GO Rail in the Mount Pleasant area is forecasted at 11% in 2031 which represents a 100% growth rate over 25 years (a conservative estimate, given that GO Rail mode split for Georgetown Station grew 100% over 5 years (1996-2001)).

Based on these assumptions, Mount Pleasant is forecasted to accommodate 5,700 boardings/alightings in the AM peak period.

**FIGURE 8: DRAFT RTP SCENARIO: 2031 BOARDINGS/ALIGHTINGS CHARACTERISTICS**

TRANSIT	BOARDINGS	ALIGHTINGS	TOTAL
GO Rail	5,470	1	5,471
Brampton Transit/Acceleride/GO Bus	170	63	233
<b>TOTAL</b>	<b>5,640</b>	<b>64</b>	<b>5,704</b>

This is 2,600 more combined boardings/alightings (AM peak in 2031) more than Metrolinx identifies for Mount Pleasant and 700 more than the criteria of 5,000 without considering Acceleride.

- *Draft RTP with Acceleride Scenario*

The “Draft RTP with Acceleride” scenario applies the same assumptions that were applied to the Draft RTP scenario, plus the inclusion of Acceleride as identified in Schedule C of Brampton’s Official Plan. These assumptions are listed in Figure 9.

**FIGURE 9: TTMP MODEL – DRAFT RTP WITH ACCELERIDE INPUTS FOR AM PEAK IN 2031**

TRANSIT	NETWORK	FREQUENCY	SPEED
GO Transit Rail	Brampton to Union Station	10 minute	80 km/hr
GO Transit Rail	Georgetown to Brampton GO	20 minute	50 km/hr
GO Transit Bus	Based on 2008 routes	As is	25 km/hr
Acceleride	Queen: as per Draft RTP	3 minute	40 km/hr
Acceleride	Main: as per Draft RTP	3 minute	40 km/hr
Acceleride	Bovaird: as per Schedule C	10 minute	30 km/hr
Acceleride	Mississauga: as per Schedule C	10 minute	30 km/hr
Acceleride	Steeles: as per Schedule C	5 minute	30 km/hr
Acceleride	Airport: as per Schedule C	10 minute	30 km/hr
Brampton Transit	Based on 2008 routes	As is	20 km/hr

These assumptions generate 6,200 combined boardings/alightings in the AM Peak in 2031 as shown in Figure 10.

**FIGURE 10: TTMP MODEL - DRAFT RTP AM BOARDINGS/ALIGHTINGS IN 2031**

TRANSIT	BOARDINGS	ALIGHTINGS	TOTAL
GO Rail	5,478	0	5,478
Brampton Transit/Acceleride/GO Bus	474	283	757
<b>TOTAL</b>	<b>5,952</b>	<b>283</b>	<b>6,235</b>

In conclusion, the Brampton TTMP model generates 6,100 boardings/alightings in the AM peak at Mount Pleasant Mobility Hub when the Draft RTP scenario is coupled with all of Acceleride. This is 1,200 more than the combined boarding/alighting criteria of 5,000.

If the more recent and refined land use information and population/employment forecasts for Mount Pleasant Village and the Mount Pleasant Secondary Plan Area are assumed, then this number would be expected to exceed even the 6,200 estimated boardings and alightings.

**(c) Gateway Hub Criteria 3: Have current or planned densities of at least 10,000 people and jobs combined within 800m.**

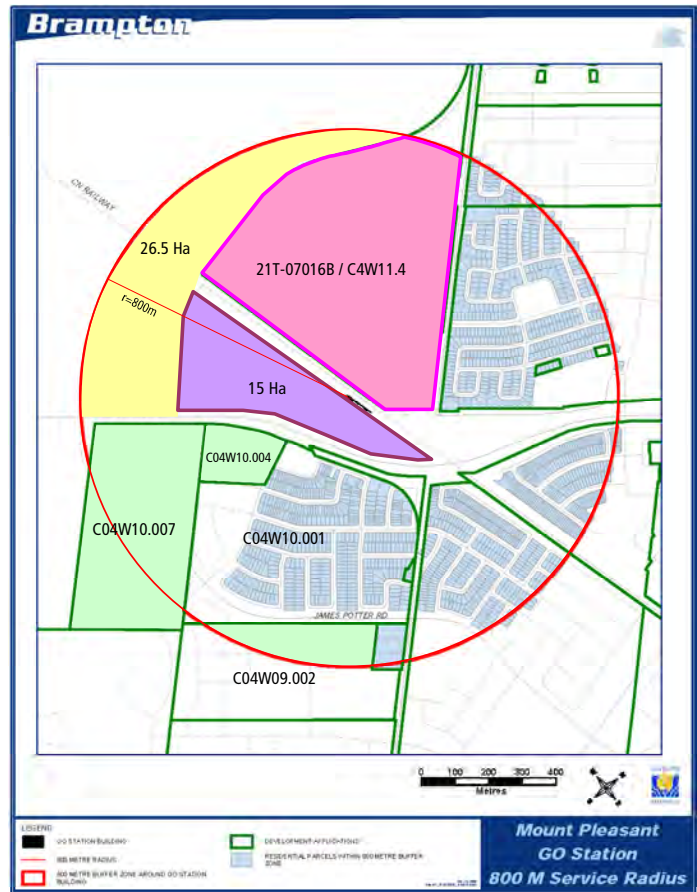
The Mobility Hubs Backgrounder, Appendix C, identifies Mt. Pleasant as a “Potential Major Transit Station Area”, with a population and employment of 4,800 within 800m in 2031. This does not accurately reflect the City’s more detailed analysis of current and planned population and employment for this area.

In the absence of detailed information in both the Mobility Hubs and Modelling Backgrounders, it is difficult to review the assumptions used to generate this figure. This is of concern because Mount Pleasant Village Mobility Hub is in its infancy today. This means that standard growth rates for growing communities are more susceptible to error.

Drawing on more detailed and accurate information from the City’s GIS and PlanTrak databases (Figure 11), staff estimates close to 16,000 people and jobs within 800m of the Mt. Pleasant GO Station by 2031.

The estimate of persons and jobs within 800 metres of the Mount Pleasant Village Mobility Hub is based on existing and projected residential units and commercial GFA, drawn from the City’s GIS and PlanTrak databases, and from the draft plan for Mount Pleasant Village itself. Where an employment use GFA has not yet been determined (e.g., mixed use zone in Mount Pleasant Village south of the CNR), a target of 100 persons/jobs per gross hectare was applied, with a 60/40 residential/employment split.

A uniform PPU was applied to the residential units according to Secondary Plan Area, based on information from Hemson’s work on the City’s growth forecast. For the 25.6 Ha area that falls within SPA 51, an assumption of 50 persons/jobs per gross hectare has been applied, consistent with the target for the Mount Pleasant Community. The 2021 and 2031 horizons are consistent with the Metrolinx 15- and 25-year Plans.



**FIGURE 11:  
MOUNT PLEASANT VILLAGE  
MOBILITY HUB: 800 METRE RADIUS**

**FIGURE 12: MOUNT PLEASANT VILLAGE MOBILITY HUB: PEOPLE/JOBS WITHIN 800 METRES**

RESIDENTIAL POPULATION WITHIN 800m OF MT. PLEASANT STN				2031	
AREA DESCRIPTION	SPA	MAP REFERENCE	UNITS / AREA (Ha)	PPU / Density(gross Ha)	POP
Total existing/approved units (2008)	44,45		1,463	3.39	4,960
N. of Bovaird, west of realigned Creditview	51		25.6	50	1,280
Draft plan applications S. of Bovaird	45		868	3.39	2,942
Mount Pleasant Village (north of CNR)	44		1,317	3.48	4,583
Mount Pleasant Village (south of CNR)*	44		15.0	100	900
<b>RESIDENTIAL TOTAL</b>					<b>14,664</b>

EMPLOYMENT POPULATION WITHIN 800m OF MT. PLEASANT STN				2031	
			GFA (m <sup>2</sup> ) / AREA (Ha)	m <sup>2</sup> per EMP / Density(gross Ha)	EMP
Draft plan application S. of Bovaird	45		10,400	40	260
Mount Pleasant Village (north of CNR)	44		9,664	36	267
Mount Pleasant Village (south of CNR)*	44		15.00	40	600
<b>EMPLOYMENT TOTAL</b>					<b>1,127</b>

<b>TOTAL PROJECTED POP/EMP WITHIN 800m</b>	<b>15,791</b>
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\* Current draft OPA for Mt. Pleasant Village is proposing a density target of 100 persons/jobs per gross hectare. 60/40 split of people/jobs was assigned for analysis purposes only. Exact residential vs employment split is still to be determined.

Based on the foregoing, Mt. Pleasant Village Mobility Hub meets Metrolinx's minimum 10,000 persons/jobs within 800m criterion for designation as a Gateway Hub.

*Additional Gateway Criteria*

While it has been demonstrated that Mount Pleasant Village Mobility Hub meets the criteria for "Gateway Hub" designation as outlined in the RTP, it is also important to note that Mount Pleasant Village meets a number of additional criteria that are important in defining mobility hubs from the perspective of implementing provincial planning policy and sustainable planning practice, and that should be taken into consideration when assessing their eligibility for designation in the RTP.

(a) **Regional in Nature**

The Mount Pleasant Village Mobility Hub will be developed as a mixed-use area, with a range of land uses. Mt. Pleasant will serve an employment area of approximately 1,100 jobs within 800m of the GO Station, concentrated on the south side of the CNR, to the east and west of realigned Creditview Rd. The hub is therefore expected to have a "regional draw", attracting employees and travellers not only from the City of Brampton, but also from various adjacent municipalities such as Mississauga, Caledon, Georgetown, York Region and the City of Toronto.

The availability of multiple regional rapid transit lines from adjacent municipalities, converging at the Mount Pleasant Village Mobility Hub, will allow for convenient regional transit access to the area, thus allowing the gateway to function as both a local and regional centre.

(b) **Effective multi-modal transportation interconnections**

Numerous inter-regional connections will be available at the Mount Pleasant Village Mobility Hub, some of which have already been defined in this Chapter. The Mount Pleasant Village Mobility Hub is already served by GO Transit's existing inter-regional Georgetown GO Rail line. AcceleRide bus rapid transit services proposed along the already funded Bovaird Drive will also terminate at the Mount Pleasant GO Station. The bus rapid transit network proposed for the City of Brampton will provide other inter-regional connections along major corridors such as Main Street and Hurontario Street, Queen Street, Steeles Avenue and Mississauga Road, all of which provide service to adjacent municipalities such as Mississauga, York Region and the City of Toronto.

The Mount Pleasant Village Mobility Hub is also easily accessible by the surrounding arterial road network including major arterials such as Bovaird Drive, Mississauga Road and Creditview Road. The surrounding arterial road network provides direct links to other destinations within Brampton and adjacent municipalities, including Mississauga, Caledon and Georgetown. The arterial road network also connects to Highway 410, 407 and Highway 401, all of which serve various municipalities throughout the Greater Toronto Area and Southern Ontario, providing the opportunity for multiple inter-regional connections.

(c) **Integrated transit and land use**

The Mount Pleasant Village Mobility Hub is being designed as a transit-oriented community. As such, there is a direct correlation between transit and land-use planning.

The Mount Pleasant GO Station is already in operation, and additional public transit will be introduced into the gateway area, even before it has been fully developed, providing service to the first occupancies in the community. As additional development occurs, future transportation infrastructure in the Mount Pleasant Village Mobility Hub will include a comprehensive network of roads and pathways that will be designed to encourage alternative modes, such as walking, cycling, and public transit. A “transit spine” will be a key element of the Mount Pleasant Village Mobility Hub and will enable frequent and reliable public transit service that is easily accessible to the surrounding community. The transit spine will offer a high level of transit service that will ultimately connect the Mount Pleasant Village Mobility Hub and surrounding area to the multi-modal hub at the Mount Pleasant GO Station.

Higher concentrations of residential and commercial densities are planned adjacent to the transit spine to increase transit use and support higher levels of service.

A host of ITS features proposed throughout the community, will facilitate effective transit operations and enhance the transit customer experience through such features as Variable Message Signs (VMS) at shelters, and information kiosks at the transit hub. Communications features will enable customers to use their personal technologies to make informed trip-planning decisions.

High-density development, which is essential in order for higher-order transit services to operate effectively, will be concentrated around the Mount Pleasant GO station and along transit corridors throughout the community.

The incorporation of these transit-supportive measures into the community design clearly illustrate the integration of public transit and land use planning within the Mount Pleasant Village Mobility Hub.

(d) **Meets *Growth Plan* objectives**

The “Places to Grow” Provincial *Growth Plan* is an initiative undertaken by the government of Ontario to manage regional growth and development in Ontario and the Greater Toronto Area (GTA) to the year 2031. Part of this initiative includes the creation of “urban growth centres” that will serve as major destinations in the GTA with an emphasis on transit access. Urban growth centres are planned:

- As focal points for investment in institutional and region-wide public services, as well as commercial, cultural and entertainment uses;
- To accommodate and support major transit infrastructure;
- To serve as high-density major employment centres that will attract provincially, nationally or internationally significant employment uses; and
- To accommodate a significant share of population and employment growth

The proposed framework plan for the Mount Pleasant Community is consistent with the provincial interests, as set out in the Provincial *Growth Plan*.

The community design concepts for the Mount Pleasant gateway suggest the intensification and redevelopment of the existing GO station surface parking lot to commercial/retail uses and decked parking. The centrepiece of the Mount Pleasant gateway community will be the Mount Pleasant GO Station precinct, which will include a mixed-use area, focusing on integrated economic, residential, employment, civic, cultural, recreational and transportation uses. Other elements such as upgraded landscaping and hardscaping treatments will not only make this gateway a multi-modal transportation interface, but a community meeting place as well, thus serving as a focal point for investment in region-wide public services.

As a transit-supportive community centred on the Mount Pleasant GO station and designed with transit-oriented development principles, the Mount Pleasant Gateway will support and accommodate major regional and local transit infrastructure.

The framework concept for the Mount Pleasant Gateway (transit village) will be designed to deliver approximately 79 people and jobs per net hectare, which exceeds the Provincial *Growth Plan* minimum of 50 residents and



jobs per hectare for lands outside the built boundary. The entire Mount Pleasant Community will be designed to accommodate more than 40,000 residents and approximately 1,800 jobs, thus accommodating a significant share of population and employment growth in the City of Brampton and Greater Toronto Area.

Based on these design concepts and proposed planning framework, the Mount Pleasant Gateway therefore supports the interests of the Provincial *Growth Plan*.

**(e) Impact to change travel/consumer behaviour**

Much of the traditional “suburban” development found throughout the 905 region, commonly referred to as “urban sprawl” exhibits land-use characteristics such as low-density, single-use zoning and auto-dependent communities. As a result, the majority of travel in the 905 region is made by private automobile trips. Due to the traditional suburban land practices used, often times, the automobile is the only feasible travel mode for local and inter-regional trips, since the origins and destinations of these trips are often scattered and distant.

Developments like the Mount Pleasant Village Mobility Hub will help to change this travel behaviour by developing a community in such a way that non-auto transportation modes are feasible.

The Mount Pleasant Village Mobility Hub will be designed as a pedestrian-friendly community founded on the principles of transit-oriented development. The purpose for this design will be to reduce the overall number of private automobile trips made by maximizing opportunities for alternative modes, particularly the role and effectiveness of public transit.

The availability of local and regional transit services in the community will give residents the option of using transit for local and inter-regional trips. The high-density and mixed-use development, including live-work opportunities proposed in the Mount Pleasant Village Mobility Hub area will reduce the distances between origins and destinations within the community, allowing for walking and cycling trips between different areas of the Gateway. Additionally, with development centred on the Mount Pleasant GO station, inter-regional travellers arriving by transit to be within walking distance of destinations within the Mount Pleasant community, further reducing auto-dependency.

The provision of pedestrian-friendly amenities in the area along with convenient access to public transit will make the Mount Pleasant Village Mobility Hub a multi-modal community that is not strictly dependent on the automobile for travel within the community, or to other inter-regional

destinations. By providing transportation options to residents and visitors of the Mount Pleasant community, residents will have multiple options for how they choose to travel and will not be strictly dependent on the automobile. This represents a change in traditional travel behaviour in the 905 region, a change that is supported by developments such as the Mount Pleasant Village Mobility Hub.

(f) **Meets sustainable development objectives**

Sustainability, when applied to development, can be defined as a pattern of development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

The Mount Pleasant Village Mobility Hub will be designed around the principles of environmental sustainability, distinct from any other planned developments in the Greater Toronto Area.

The planning framework proposed for the Mount Pleasant Community and gateway area includes promoting development that is environmentally sustainable, supportive of public transit and oriented to pedestrians.

The Mount Pleasant Village Mobility Hub is planned as a compact community, designed specifically to accommodate its expected population within a pre-defined boundary. This will limit future environmental impacts to the surrounding area. The presence of mixed-use developments including residential, commercial, institutional and recreational land uses for example, will allow the Mount Pleasant Village Mobility Hub area to function as a self-sustaining community, while also having a regional draw.

Convenient access to public transit along with the availability of alternative non-auto travel options throughout the community will reduce auto-dependency and limit the future production of harmful greenhouse gas emissions. The development model proposed for the Mount Pleasant Village Mobility Hub is being developed as a template for “Greenfield” development that will be applied in new communities in Brampton, as well as other communities throughout the GTA.

(g) **Potential to effect immediate impacts**

Brampton anticipates the approval of the Mt. Pleasant Village Block Plan, along with a plan of subdivision for a portion of the lands adjacent the GO station platform in 2008/09. There is therefore an opportunity to generate visible results demonstrating transit supportive development and operations characteristic of a mobility hub early in the five-year time horizon planned for the completion of Mt. Pleasant Village.

Furthermore, the City has also positioned Mt. Pleasant Village as an ideal candidate for a demonstration project. It presents a unique opportunity to demonstrate how a mobility hub can be designed and built around an existing higher-order transit facility that lies outside of a strictly defined Urban Growth Centre, but still within the urban boundary, and which will experience tremendous growth over the coming years. Since the planning for Mt. Pleasant Village is also substantially advanced, it provides an opportunity to showcase in the immediate future a model for delivering environmentally sustainable, transit-oriented development to similar areas elsewhere in the GTA.

Whereas the earlier Mobility Hub Green Paper specifically addressed the concept of pilot/demonstration projects that could benefit from financial support, centralized expertise and inter-governmental facilitation, this discussion has not been carried through in the RTP.

The Mt. Pleasant Village Mobility Hubs' unique position both in terms of the type of development it represents in the GTHA landscape, and the substantive amount of work that has already been invested to deliver a TOD product in the near future, qualify it for special consideration as a mobility hub demonstration project in the RTP. Without the benefits accrued to demonstration projects - particularly financial support - the full vision for Mt. Pleasant may not be achievable.

### **Rapid Transit Corridors**

The current AcceleRide program features bus rapid transit lines on four main corridors within Brampton with extensions to, and service integration with, neighbouring municipalities such as Mississauga and York Region. AcceleRide will operate in mixed traffic but with transit priority measures (signal priority, bus-only "queue jump" lanes) at stations and major intersections, plus advanced features such as modern stations, advanced-design vehicles and technologies such as real-time schedule information displays ("next bus") at stops.

The AcceleRide network was developed as a centrepiece of Brampton's most recent Transportation and Transit Master Plan. The plan consists of two phases, with full completion planned for 2021, which falls within the first priority 15-year timeframe for the Metrolinx RTP. It has received its required funding or funding commitments and its first stages are now well into implementation.

In the RTP, the AcceleRide services along Queen Street and Hurontario seem to be recognized, but others are not and should be, all of which are being planned as inter-municipal or inter-regional rapid transit lines:

The following **are included** in the current AcceleRide program and **are recognized** in the Plan:

### 1. Hurontario Corridor

The Phase 1 AcceleRide corridor extends from Sandalwood to (and integrated with) Mississauga and will be implemented in 2011. The Hurontario Main Street Study is examining higher-order rapid transit options (exclusive right-of-way BRT or LRT) along both the Mississauga and Brampton portions of the Hurontario corridor from the downtown Brampton GO Station to Port Credit in Mississauga (a potential extension to the north of downtown is envisioned but is not included in the study). It is not clear, however, why the 15-Year Plan shows the Hurontario Corridor in 3 sections:

- Hurontario (22): Mayfield Road to Downtown Brampton,
- Hurontario AcceleRide (23): Downtown Brampton to Hwy 407, and
- Hurontario (24): Hwy 407 to Port Credit GO Station.

### 2. Queen Street

The Phase 1 AcceleRide corridor extends from Main (Brampton GO) to (and integrated with) York Region and will be implemented in 2010. The Queen corridor is included in the RTP but, again, separate from the Queen-Highway 7 corridor in York Region, where we believe rapid transit service will need to be fully integrated to be effective and realize its ridership potential. Also, it is not clear whether the Queen corridor is assuming only the current plan for AcceleRide or a higher-order form of rapid transit, such as the centre-median exclusive transitway now being developed in York Region as the second stage of the Viva service. The latter approach would be very beneficial but, of course, would require additional funding beyond that which is currently in place for AcceleRide.

At this point in time, a separate center median transit way is not in the City's 10-year plan for AcceleRide.

The following **are included** in the current AcceleRide program and, as such, do not need further funding (except as noted), but **should be recognized** in the Plan.

### 3. Steeles Avenue AcceleRide

The Phase 1 AcceleRide corridor extends from Main/Hurontario (Shoppers World) to Humber College in Toronto and will be implemented in 2012 (will connect with planned Toronto "Transit City" LRT lines). A later (Phase 2) westward extension to the high employment area around Mississauga Road

and a connection to the GO Milton line (at Lisgar or Meadowvale Station) is also included in the current AcceleRide funding.

Because of the high demand on this corridor, it may also be a candidate in the longer term for a higher-order form of rapid transit, such as an exclusive centre-median transitway, which would also require additional funding.

**4. Queen Street AcceleRide west of Main Street**

A later (Phase 2) westward AcceleRide extension to Chinguacousy Road is included in the AcceleRide funding, but could be extended further to Mississauga Road, which is a key north-south connection between the Mount Pleasant Hub and the employment area around Mississauga Road and Steeles (this is now being reviewed in the Transportation Master Plan update).

**5. Bovaird Drive AcceleRide**

A Phase 2 AcceleRide corridor is included in the current AcceleRide funding, and extends from Mount Pleasant GO Station to the vicinity of Bramalea Road or Airport Road (extension options beyond, not funded, are under consideration, possibly connected with the Bramalea-Airport north-south line described next).

The following **are not included** in the current AcceleRide program and, as such, do need further funding, and **should be recognized** in the Plan.

**6. Bramalea-Airport AcceleRide connection**

A north-south AcceleRide line that would connect Bramalea City Centre and the Bramalea GO Station to Pearson Airport and the planned major transit hub in the area – The north-south Bramalea-Airport BRT connection is not in the AcceleRide program, however, and does need new funding and should also be included in the plan. This link was included in Brampton’s “Quick-Win” request and remains a high priority, especially in light of the high number of trip demands between Brampton and the Airport and the strategic benefits of linking the Airport and its proposed major transit hub to the full Brampton BRT network.

For both the Hurontario and Queen-Highway 7 corridors, the RTP is silent on how (and even if) the services would be integrated with adjacent jurisdictions and what the roles and responsibilities would be of the participating organizations, both for planning and construction as well as the eventual operation. These are key issues that need to be addressed either in the final RTP or soon after.

Staff notes the inclusion of the full service Express Rail line to Downtown Brampton and fully supports this as essential to complementing the AcceleRide program and linking it to key destinations in Toronto.

Staff notes also that only a portion of the Highway 427 rapid transit corridor has been included in the RTP - from Kipling station to the Airport. With the implementation of rapid transit initiatives along Highway 7 (Brampton AcceleRide and York VIVA), there is an opportunity to develop a hub at Highway 7/427 that transfers AcceleRide and VIVA passengers to transit on Highway 427 South, providing strategic linkages to important locations and east-west transit facilities. The RTP should therefore recognize the extension of Highway 427 rapid transit from the Airport to Highway 7

### **New Transportation Corridor**

Notwithstanding the acknowledged importance of transit solutions in the draft RTP, the role of the provincial highway system cannot be overlooked, particularly as it comprises the foundation of the GTHA transportation network.

Whereas the draft RTP recognizes a future GTA West Corridor subject to further study, transportation studies previously undertaken and currently underway establish the need and justification for a north-south higher-order interregional transportation facility to provide access to future employment lands in the vicinity of the Halton/Peel boundary. The significant need for a new North-South Transportation Corridor in this area needs to be recognized in the RTP.

### **Future Growth Areas**

Much of the infrastructure planned in the RTP 15 year plan is addressing historic shortfalls in transportation across the GTHA. Growing regions like Peel are planning now to accommodate significant growth to 2031 (over 600,00 additional people and jobs) and are challenged to plan for some of the required densities in the absence of known funding for significant infrastructure. The RTP is attempting to get out ahead of growth to change travel behaviour and the demand on the existing systems but without more concentrated attention on future growth, including the mixed use community mobility hub around Mt. Pleasant Transit Village Mobility Hub, plans for communities will need to be scaled back to that which the more conventional infrastructure can support and the RTP will continuously be addressing shortfalls and playing catch up. Development of Mt. Pleasant will be complete well within a 15-year time horizon. Even fully *Growth Plan* compliant, Brampton will need to accommodate more than 200,000 additional residents by 2031 outside of the built boundary, more than the entire size of many other urban centres in the GTHA. A fixed proportion

of funding through the Investment Strategy should align with the identification of projects in growth areas to ensure infrastructure and land use planning remain in alignment.

**CONCLUSION**

The RTP and Investment Strategy provide some further details and evaluation of the potential undertakings or “action items” that were reviewed in the White Papers. Following consideration of this report by Brampton Council, it will be forwarded to the Region of Peel for inclusion in their consolidated report to go to Regional Council on November 13<sup>th</sup> 2008. Staff will continue to work with Metrolinx to ensure that Brampton’s needs in the context of a regional transportation plan and its related *Growth Plan* implications are fully considered and represented in the Final RTP.

For the City, immediate funding for Mt. Pleasant Village Mobility Hub is vital. Without additional funding from the province to ensure early delivery of higher order transit and other related amenities that are key ingredients of a successful mobility hub, the development that does proceed in Mount Pleasant Village will instead have to make provisions to accommodate additional auto travel.

For Metrolinx, immediate funding of Mount Pleasant Village Mobility Hub is clearly more economical today than it will be in the future. This is seen with the current investment strategy and the high cost of building experienced in built up areas across the GTHA.

The total investment for Mount Pleasant Gateway is \$68.6 million of which \$23 million is being requested of Metrolinx, as shown below. A further \$22M is also needed for a proposed underpass grade separation of Creditview Rd at the CNR crossing. This additional cost remains “undefined” pending completion of the City’s 2009 Development Charges review.

**FIGURE 13: MOUNT PLEASANT VILLAGE MOBILITY HUB: IMPLEMENTATION REQUIREMENTS**

Transit & Transportation infrastructure	\$29.8M
Civic Square & Village Green	\$2.9M
Other Enhanced pedestrian amenities	\$3.9M
CNR structure	\$32M
<b>TOTAL</b>	<b>\$68.6M</b>

**FIGURE 14: MOUNT PLEASANT VILLAGE MOBILITY HUB: FUNDING SOURCES**

Development Approvals	\$14.1M
Potential Developer Cost Share	\$2.1M
City Tax base	\$7.4M
<b>Metrolinx</b>	<b>\$23M</b>
CNR Structure	\$22M
<b>TOTAL</b>	<b>68.6M</b>

Additional Information Reports will be brought before Committee of Council to provide an overview of and comments on the subsequent Final RTP.

Respectfully submitted,

**Original signed by:**

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Adrian Smith, Director  
Planning, Design and Development

**Original signed by:**

---

John Corbett, Commissioner  
Planning, Design and Development

**Original signed by:**

---

Thomas Mulligan, Commissioner  
Works and Transportation

*Authored by Sabeen Makki, Policy Planner III / Henrik Zbogar, Project Manager, NWB*

**ENCLOSURE**

iTRANS Consulting Inc. *City of Brampton: A Review of the Draft RTP*. October 2008.

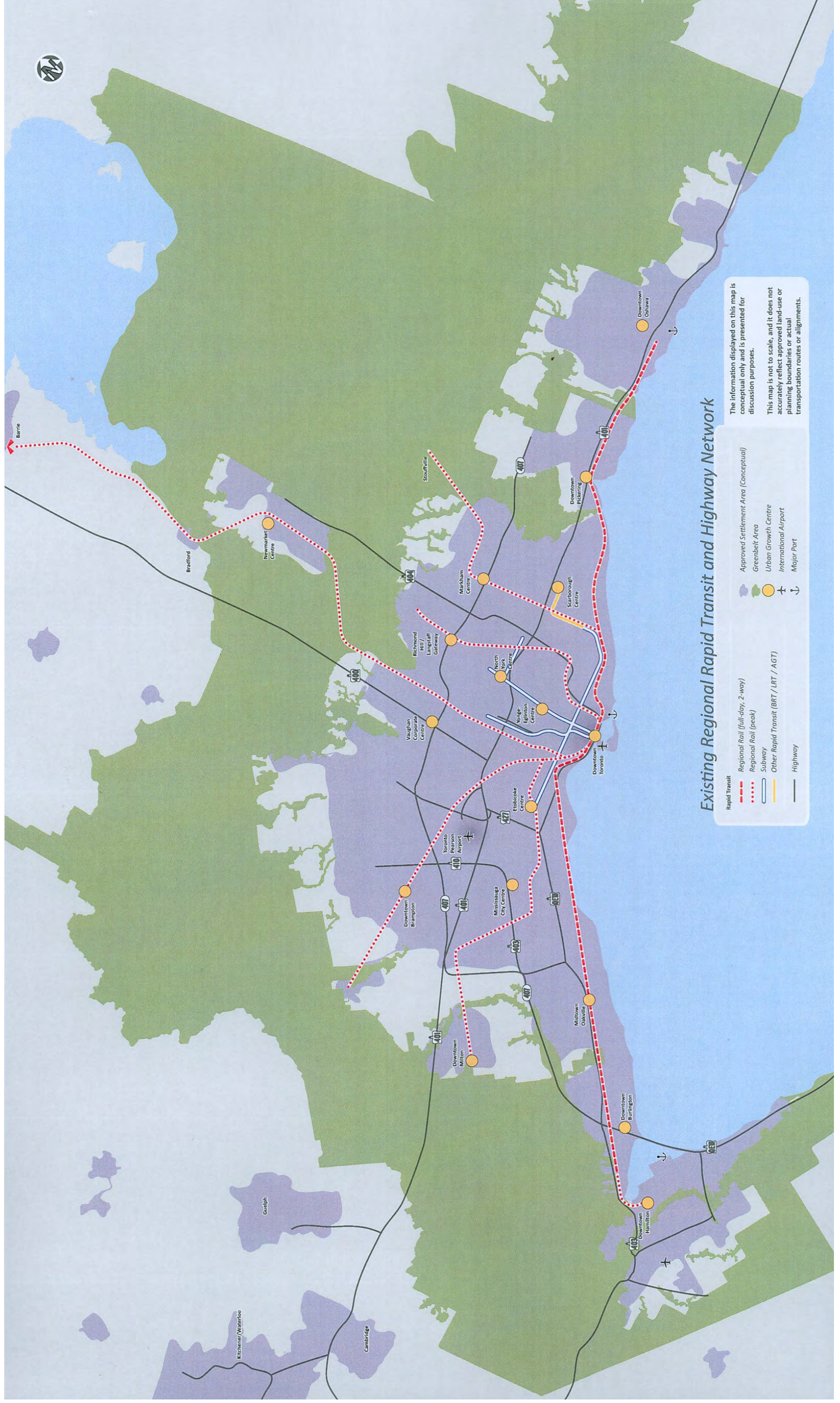
**APPENDICES**

1. Figure 2: Existing Regional Rapid Transit and Highway Network in the GTHA.
2. Figure 4: 15-Year Plan for Regional Rapid Transit and highway Improvements
3. Figure 5: 25-Year Plan for Regional Rapid Transit and highway Improvements
4. Regional Rapid Transit and Highway Improvements
5. Mobility Hubs Backgrounder



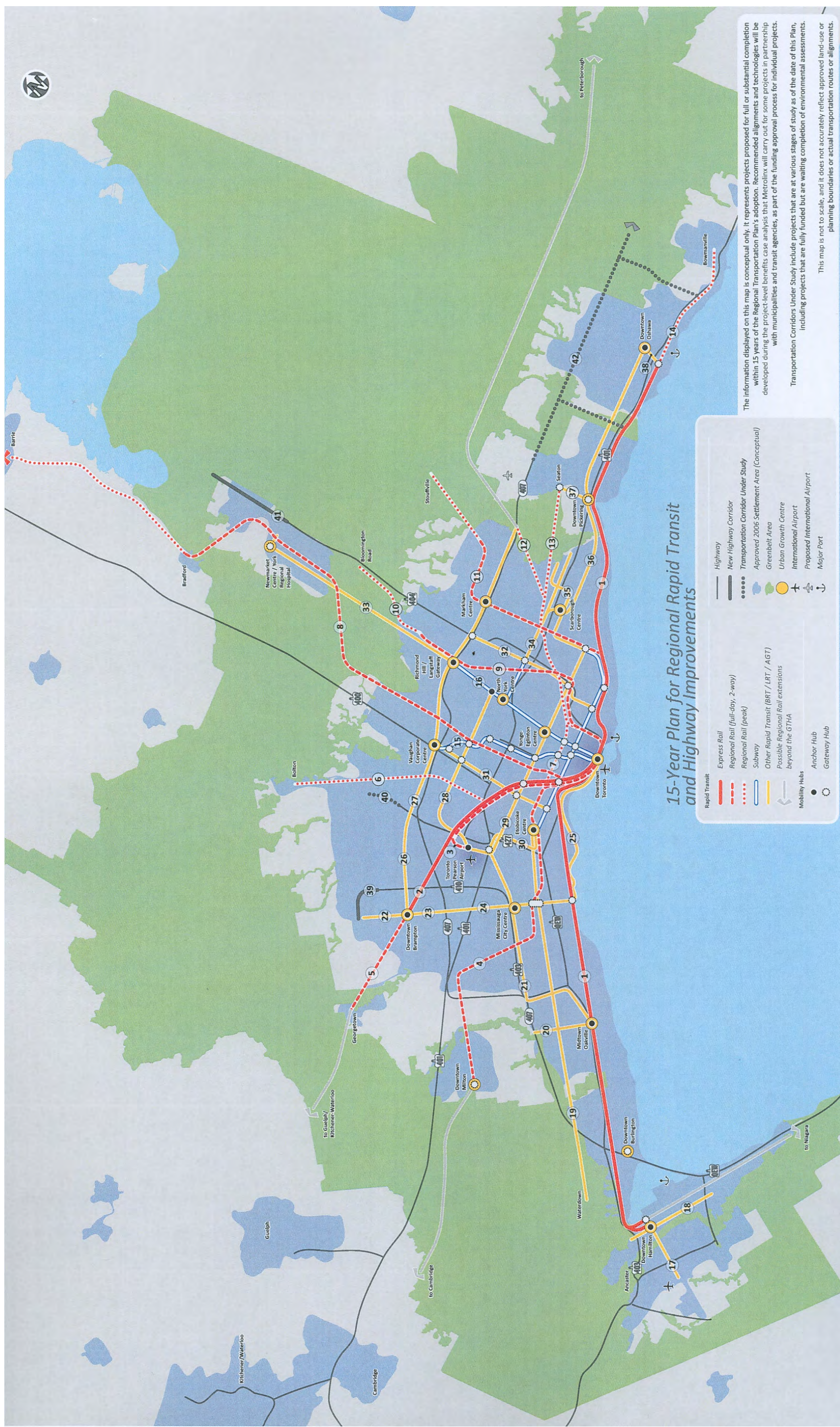
APPENDIX 1

Draft RTP, Figure 2: Existing Regional Rapid Transit and Highway Network in the GTHA



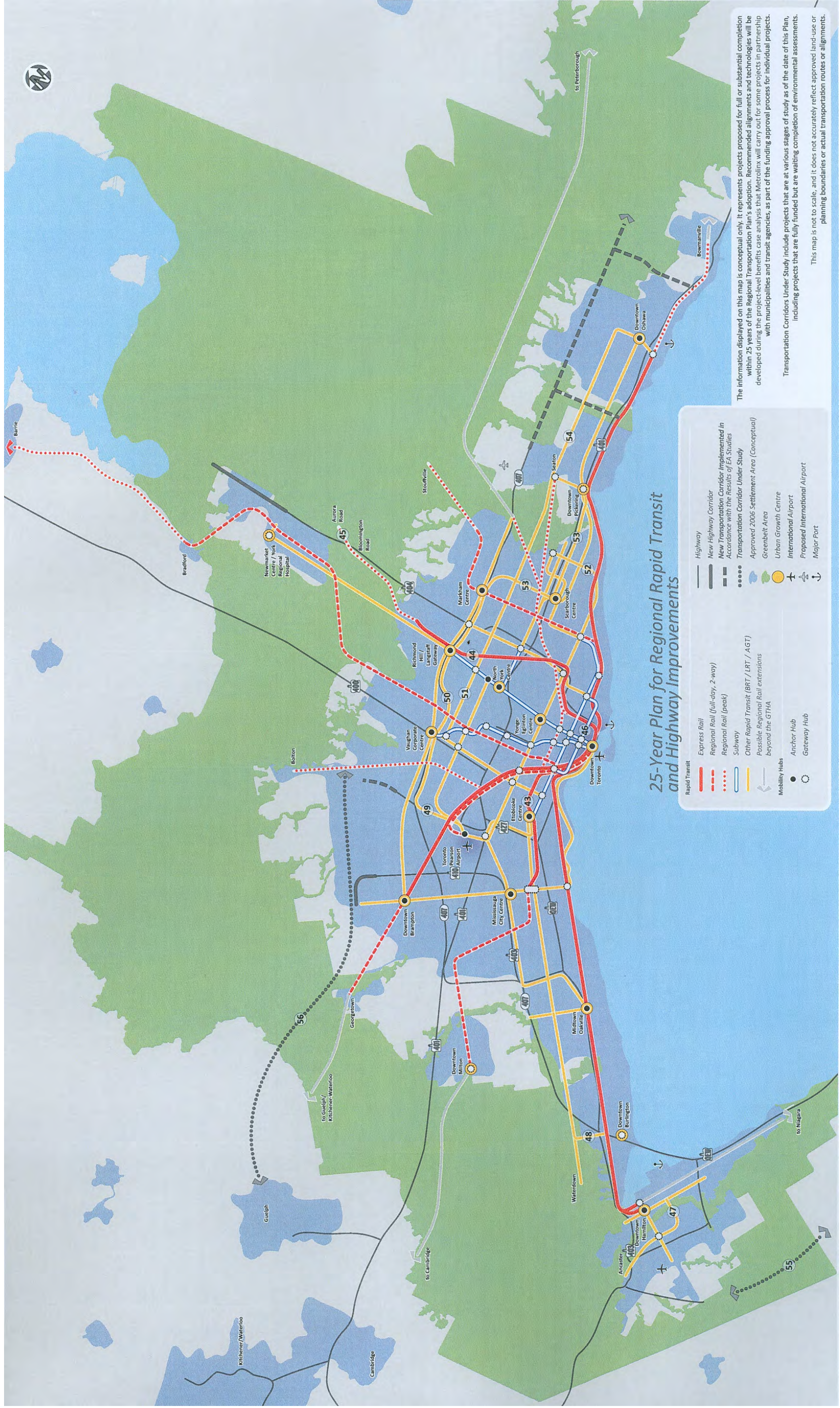
APPENDIX 2

Draft RTP, Figure 4: 15-Year Plan for Regional Rapid Transit and Highway Improvements



APPENDIX 3

Draft RTP, Figure 5: 25-Year Plan for Regional Rapid Transit and Highway Improvements



**APPENDIX 4**

**Draft Regional Transportation Plan, October 2008  
Regional Rapid Transit and Highway Improvements**

*Regional Rapid Transit\* and Highway Improvements*

**15-Year Plan**

**Express Rail**

- Lakeshore (1): *Hamilton - Oshawa GO*
- Brampton (2): *Downtown Brampton - Union Station*

**Regional Rail**

- Airport (3): *Airport - Union Station*
- Milton (4): *Downtown Milton - Union Station*
- Georgetown (5): *Georgetown - Downtown Brampton*
- Bolton (6): *Bolton - Union Station*
- Crosstown (7): *Dundas West - Summerhill Station*
- Barrie (8): *Barrie - Union Station*
- Richmond Hill (9): *Richmond Hill GO - Union Station*
- Richmond Hill (10): *Bloomington Rd. - Richmond Hill GO*
- Stouffville Line (11): *Mt Joy GO - Union Station*
- Havelock (12): *Locust Hill (Markham) - Union Station*
- Seaton (13): *Seaton - Union Station*
- Lakeshore (14): *Oshawa GO - Bowmanville*

**Subway**

- Spadina (15): *Downsview Station - Vaughan Corporate Centre*
- Yonge (16): *Finch - Langstaff*

**Roads and Highways**

- Highway 410 Extension (39)
- Highway 404 Extension (41)
- Highway 427 Extension (40)
- Highway 407 East (42)

**Other Rapid Transit (BRT / LRT / AGT)**

- Hamilton James Street (17): *Downtown Hamilton - Hamilton Airport*
- Hamilton King/Main (18): *McMaster University - Centennial Pkwy*
- Dundas West (19): *Waterdown - Kipling Station*
- Trafalgar (20): *Hwy 407 - Midtown Oakville*
- Mississauga Transitway (21): *Renforth - Oakville GO via Hwy 403*
- Hurontario (22): *Mayfield Rd. - Downtown Brampton*
- Hurontario AcceleRide (23): *Downtown Brampton - Hwy 407*
- Hurontario (24): *Hwy 407 - Port Credit GO*
- Waterfront West (25): *Port Credit GO - Union Station*
- Hwy 7 AcceleRide (26): *Downtown Brampton - Peel Boundary*
- VIVA Highway 7 (27): *Peel Boundary - Locust Hill (Markham)*
- Finch West (28): *Airport - Finch Station*
- Eglinton (29): *Airport - Kennedy Station*
- Hwy 427 (30): *Airport - Kipling Station*
- Jane (31): *Vaughan Corporate Centre - Bloor*
- Don Mills (32): *Bloor-Danforth Subway - Hwy 7*
- VIVA Yonge (33): *Langstaff - Newmarket Centre*
- Sheppard East (34): *Don Mills Station - Meadowvale/Scarborough Centre*
- Scarborough RT (35): *Kennedy Station - Malvern*
- Hwy 2 (36): *Scarborough Centre - Downtown Oshawa*
- Brock Road (37): *Downtown Pickering - Seaton*
- Oshawa Connector (38): *Oshawa GO - Downtown Oshawa*

**25-Year Plan**

**Express Rail**

- Mississauga (43): *Cooksville - Union Station*
- Richmond Hill (44): *Richmond Hill GO - Union Station*

**Regional Rail**

- Richmond Hill (45): *Bloomington Rd. - Aurora Rd.*

**Subway**

- Downtown Core (46): *Bloor West - Downtown - Danforth*

**Travel Corridors**

- Niagara-GTA (55)
- GTA-West (56)

**Other Rapid Transit (BRT / LRT / AGT)**

- Hamilton Mohawk (47): *Main Street - Ancaster*
- Burlington (48): *Fairview GO - Dundas West*
- 407/427 (49): *Airport - Hwy 400*
- 407 Transitway (50): *Vaughan Corporate Centre - Markham Centre*
- Steeles (51): *York University - Milliken GO*
- Scarborough - Malvern (52): *Kennedy Station - Malvern*
- Markham - Pickering (53): *Markham Centre - Downtown Pickering via Hwy 401*
- Steeles/Taunton (54): *Milliken GO - Downtown Oshawa*

**Notes**

\* Recommended alignments and technologies will be developed during the project-level Benefits Case Analysis that Metrolinx will carry out for some projects in partnership with municipalities and transit agencies, as part of the funding approval process for individual projects.

## Backgrounder

**DRAFT REGIONAL TRANSPORTATION PLAN**  
OCTOBER 2008

## Mobility Hubs

### **1. Introduction**

This is one in a series of backgrounders that have been produced by Metrolinx to further explain and clarify the policies and directions of the Draft Regional Transportation Plan (RTP).

This backgrounder should be read as an accompaniment to Strategic Direction 9 of the Draft RTP. It is intended to provide additional detail on the mobility hub policies of the Draft RTP and clarification of the terms and definitions used in the Draft RTP with respect to mobility hubs.

The Draft RTP is available for downloading at [www.metrolinx.com](http://www.metrolinx.com). Metrolinx wants to hear from you as we move toward developing the final Regional Transportation Plan. The more people we hear from, the more inclusive and effective the Plan will be.

You can send your comments on the Draft Regional Transportation Plan to:

Draft Regional Transportation Plan  
Metrolinx  
20 Bay Street, Suite 901  
Toronto, ON M5J 2N8  
[RTP@metrolinx.com](mailto:RTP@metrolinx.com)

You can also visit [www.metrolinx.com](http://www.metrolinx.com) to participate in our online public consultation or contact us at 416-874-5900 to find out how you can get involved.

*Metrolinx wishes to acknowledge the invaluable contribution of Urban Strategies Inc. and IBI Group to the preparation of this backgrounder.*

### **2. What is a Mobility Hub?**

The mobility hub policies of the Draft RTP build on the overall policy framework established in the *Growth Plan for the Greater Golden Horseshoe*, particularly those related to *major transit station areas*. The *Growth Plan* defines *major transit station areas* as the area within a 500m radius (10 minute walk) of any existing or planned higher order transit station within a settlement area or

## Backgrounder: Mobility Hubs

around a major bus depot in an urban core. Particularly significant *major transit station areas* are recognized as mobility hubs in the Draft RTP.

Mobility hubs are *major transit station areas* with significant levels of transit service planned for them in the Draft RTP, high development potential, and a critical function in the regional transportation system as major trip generators. Such *major transit station areas* are identified in the Draft RTP as mobility hubs. They are places of connectivity where different modes of transportation — from walking to high-speed rail — come together seamlessly and where there is an attractive, intensive concentration of employment, living, shopping and recreation. In addition to serving as places to arrive, depart and wait for transit, successful mobility hubs have the potential to become vibrant places of human activity and destinations in themselves.

Currently, many of these sites offer little more than vast parking lots, but they could be much more. The Draft RTP imagines a future in which these areas become true mobility hubs, with local transit service, cycling and pedestrian networks, secure storage facilities for bikes, and car-share drop-off areas. They will become locations for major destinations such as office buildings, hospitals, education facilities and government services. They will be places carefully designed to improve the transit customer's experience from the moment he or she approaches a station, by offering amenities such as heated waiting areas, traveller information centres, cafés and restaurants, as well as services such as daycares, grocery stores or post offices.

### 3. Mobility Hub Precedents

Other jurisdictions around the world have realized the importance of linking transportation and land use at key strategic locations in their regional transit systems. Indeed, the Yonge Street line in Toronto, with its clearly visible pyramids of intense mixed-use development at stations along the line can be regarded as one of the best early examples.

Other interesting precedents can be seen in the way in which the latest generation of transit systems are being put in place in Europe. The Greater London Authority recently issued a Transport Strategy for the London region. The strategy involves linking centres within the urban area with high capacity and high speed transit. They have also prepared a 'mobility hub' planning template based on a recently introduced concept — the



## Backgrounder: Mobility Hubs

Public Transit Accessibility Level (PTAL) — from which flows a series of minimum development policies to be undertaken in the vicinity of a higher-order transit station.

The City of Bremen, Germany boasts a 60 per cent sustainable transportation modal split made up of 17 per cent public transport, 20 per cent walking, and 23 per cent cycling. The success of the system is based on a structure of mobility hubs that are strategically located throughout the city, creating useful intersection points between trams, buses, car-share, cycling networks, and taxis. Each hub is equipped with an electronic journey planning/ticket kiosk that provides real-time information.

Portland, Oregon, has successfully linked transportation and land use planning with its Transportation System Plan adopted in 2002. There are over 600 transit projects planned or underway in its sophisticated multi-modal system, with a strong emphasis on linking transportation and land use. Transit investments are strongly linked not only to current demand, but also to future demand, in areas where development parcels can be assimilated and transit-oriented development communities can be planned.



### 4. Mobility Hub Identification

The Draft RTP identifies two types of mobility hubs: Gateway Hubs and Anchor Hubs. This section describes the criteria that were used to identify these hubs. *Major transit station areas* that do not meet these criteria are still important to the functioning of the transportation system, and would still need to conform to the policies of the *Growth Plan*. A list of examples of potential *major transit station areas* in the GTHA is provided in Appendix C.

## Backgrounder: Mobility Hubs



### 4.1 Gateway Hubs

Metrolinx has defined Gateway Hubs as *major transit station areas* that are:

- located at the interchange between two or more current or planned regional rapid transit lines as identified in the Draft RTP;
- have 5,000 or more forecasted combined boardings and alightings (in the morning peak period); and
- have current or planned densities of at least 10,000 people and jobs combined within 800 metres.

In addition, some *major transit station areas* have been identified as Gateway Hubs due to their location within an *urban growth centre*<sup>1</sup> or their function as a major regional bus depot.

Generally a *major transit station area* had to meet all three of the criteria above to be identified as a Gateway Hub. In some exceptional cases, *major transit station areas* that met at least two of the criteria, and performed particularly well on these criteria, such as having significant planned transit service levels, very high development potential, or particularly high levels of boardings and alightings, were identified as Gateway Hubs.

Appendix A lists the Gateway Hubs that are identified in the Draft RTP. As the regional transit system is implemented, and detailed planning is undertaken for specific corridors, Metrolinx may identify additional mobility hubs in consultation with municipalities and transit agencies.

*Major transit station areas* that do not meet the criteria for mobility hubs continue to be important components of the region's urban structure and transportation system. These are locally significant access points to or interchanges within the transportation system and as such they must provide convenient access from various forms of transportation.

### 4.2 Anchor Hubs

In addition to meeting the criteria for Gateway Hubs, Anchor Hubs have strategic importance due to their relationship with *urban growth centres* and/or their role as major international gateways. Anchor Hubs contain current or planned major regional destinations such as major institutions, employment centres, town centres or regional shopping centres, and they have significant potential to attract and accommodate new growth and development. Anchor Hubs have the

<sup>1</sup> *Urban growth centres are defined by the Growth Plan for the Greater Golden Horseshoe.*



## Backgrounder: Mobility Hubs

potential to transform the regional urban structure and act as anchors of the regional transportation system. The Draft RTP identifies a total of seventeen Anchor Hubs (see Appendix B).

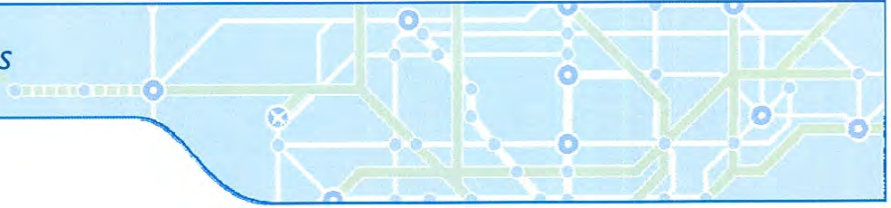
Anchor Hubs are key building blocks of the overall RTP. A region with the complexity of the GTHA has an array of different types of Anchor Hubs, including Union Station, the key destination and employment centre at Pearson International Airport, and the mature and maturing centres in the 905 region. These Anchor Hub typologies are described in Table 1, along with a description of their typical characteristics.

Table 1 also identifies target metrics for each type of Anchor Hub with respect to transit and active transportation modal splits (in the am peak hour) and density (people and jobs combined per hectare). Such metrics should be taken into account by municipalities in the preparation of the mobility hub master plans contemplated in Strategic Direction 9 of the Draft RTP.

**Table 1: Anchor Hub Typologies**

Typology	Characteristics	25-Year Target Metrics	Program	Hub Examples
<b>Union Station</b>	Regional centre, full inter-modal capacity, very high number of destinations, very high jobs/people per hectare, significant established centre	400+ people and jobs combined per hectare; 60 per cent transit modal split; 30 per cent active transportation among area residents	Full program of mobility hub improvements centered around renovation of Union Station	Union Station
<b>Established Anchor Hubs</b>	Major established centres with additional growth potential, several transit stations, inter-modal capacity, high people/jobs per hectare, several destinations	400+ people and jobs combined per hectare; 50 per cent transit modal split; 30 per cent active transportation among area residents	Public destinations, public space, substantial retail, full bicycle station, car-share station, daycare, full traveller information system, full range of traveller amenities	North York Centre Finch-Yonge Sheppard-Yonge Scarborough Centre Eglinton-Yonge Etobicoke Centre / Kipling Station
<b>Anchor Hubs with potential for critical mass</b>	City centres, one or more transit stations, inter-modal capacity, significant growth potential, medium jobs/people per hectare, several destinations, civic presence, major retail	200-300+ people and jobs combined per hectare; 30 per cent transit modal split; 25 per cent active transportation among area residents,	Major public destinations, public space, substantial retail, full bicycle station, car-share station, daycare, full traveller information system, full range of traveller amenities	Mississauga City Centre / Square One Vaughan Corporate Centre Richmond Hill-Langstaff Markham Centre Hamilton Downtown / Hamilton GO

*Backgrounder: Mobility Hubs*



<b>Emerging Anchor Hubs</b>	Town/smaller city centres, one or more transit stations, inter-modal capability, several destinations, retail, some civic presence, significant development potential	200 people and jobs combined per hectare; 30 per cent transit modal split; 20 per cent active transportation among area residents	Destinations, major public space, substantial retail, full bicycle station, car-share station, daycare, full traveller information system, full range of traveller amenities	Oakville Midtown  Downtown Brampton / Brampton GO  Oshawa Downtown  Downtown Pickering
<b>Pearson International Airport</b>	Major international airport, centre of large employment district, major regional destination	N/A	Focus of higher order transit lines accessing the GTHA and wider region, full traveller information system, full range of traveller amenities	Pearson Airport

**4.3 Destinations**

Destinations are unique places within the region that have significant drawing power. Although without the scale or transit service levels to be full mobility hubs, such destinations are critical to the functioning of the transportation system. Destinations include universities, colleges, airports, regional shopping centres (typically 200+ stores), hospitals (typically 300+ beds), and arenas (typically 5,000+ seating capacity), and arts centres (typically 1,000+ seating capacity). Destinations may or may not have existing higher order transit service or development potential, but are important regional activity centres and trip generators. All significant new destinations should be located at or connected to mobility hubs or other *major transit station areas*. A partial list of destinations follows. The Draft RTP recommends that municipalities identify destinations such as these in their official plans and transportation master plans.

- Colleges and Universities: McMaster University, Mohawk College, University of Toronto at Mississauga, York University, University of Toronto at Scarborough, Sheridan College, Durham College, University of Ontario Institute of Technology, University of Toronto, Ryerson University, Centennial College, George Brown College, Humber College, Seneca College.
- Airports: John C. Munro Hamilton International Airport, Oshawa Municipal Airport, Toronto City Centre Airport.

## Backgrounder: Mobility Hubs



- Regional shopping centres: Sherway Gardens, Scarborough Town Centre, Oshawa Centre, Pickering Town Centre, Eaton Centre, Yorkdale, Square One Mississauga, Markville Shopping Centre, Bramalea Centre, Upper Canada Mall, Limeridge Mall, Vaughan Mills, Mapleview Mall, Jackson Square, Fairview Mall, Pacific Mall.
- Hospitals: Brampton Memorial Hospital Campus, Credit Valley Hospital, Humber River Regional Hospital, Mount Sinai Hospital, North York General Hospital, St. Joseph's Health Centre, St. Michael's Hospital, Toronto East General Hospital, Toronto General Hospital, York Central Hospital, Southlake Regional Health Centre, Joseph Brant Hospital, Oakville Trafalgar Memorial, Lakeridge Health, York Regional Hospital.
- Arenas, Stadiums and Major Recreation Destinations: Rogers centre, Exhibition Place, Hershey Centre, General Motors Centre, Copps Coliseum, Rich Coliseum, Ivor Wynne Stadium, Birchmount Stadium, Lamport Stadium, Canada's Wonderland.
- Arts Centres: Roy Thompson Hall, Four Seasons Centre for the Performing Arts, Massey Hall, Canon Theatre, Princess of Wales Theatre, Hummingbird Centre, Oshawa Civic Auditorium, Mississauga Living Arts Centre, Hamilton Place, Rose Theatre.

### 5. Policies for Mobility Hubs

#### 5.1 Mobility Hubs and the Growth Plan for the Greater Golden Horseshoe

The Draft RTP builds on the policy directions of the *Growth Plan*, particularly with respect to the policies concerning mobility hubs and *major transit station areas*.

*Major transit station areas* are directed by the *Growth Plan* to be designated in official plans and to be planned to achieve:

- a) increased residential and employment densities that support and ensure the viability of existing and planned transit service levels
- b) a mix of residential, office, institutional, and commercial development wherever appropriate

## Backgrounder: Mobility Hubs



*Major transit station areas* are also considered to be intensification areas in the *Growth Plan*.

Among the policies that the *Growth Plan* applies to intensification areas are:

- accommodating population and employment growth by focussing intensification in intensification areas
- establishing minimum density targets for them that are consistent with planned transit service levels and provincial transit-supportive land use guidelines
- planning and designing them to attract a significant portion of population and employment growth and provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods
- planning and designing them to provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places
- planning and designing them to support transit, walking and cycling for everyday activities
- generally achieve higher densities than surrounding areas and achieve an appropriate transition of built form to adjacent areas

As *major transit station areas*, all mobility hubs will be required to conform to these *Growth Plan* directions. In addition, those mobility hubs that are located within an *urban growth centre* must conform with all policies in the *Growth Plan* pertaining to *urban growth centres*.

### 5.2 Master Plans for Mobility Hubs

One of the cornerstone policies of the Draft RTP with respect to mobility hubs is the requirement for municipalities, in consultation with upper-tier municipalities, transit agencies, landowners, major stakeholders, public agencies and institutions, to prepare detailed master plans for each mobility hub and, where appropriate, other *major transit station areas* and unique destinations (see Strategic Direction 9.3). Master plans should be prepared as either secondary/tertiary plans to local official plans, community improvement plans, or as part of a development permit by-law, and must conform to and help implement the *Growth Plan*.



## *Backgrounder: Mobility Hubs*

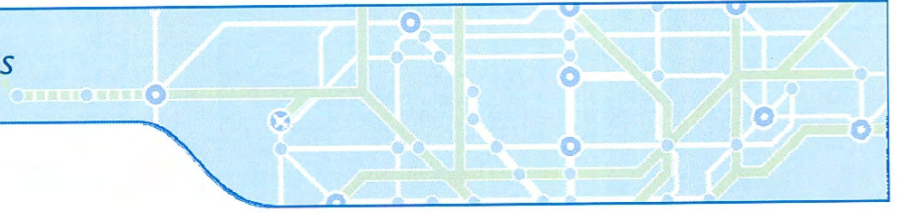
### **6. Implementing Mobility Hubs**

While new transit infrastructure will often by itself increase adjacent real estate values and promote development, there will be many situations around hubs where property, infrastructure or public realm investment will be necessary to optimize the development potential of the hub. Land acquisition or consolidation is often necessary. There are frequently large areas of parking around transit stations that need to be freed up for development through construction of structured parking. New roads, bike or pedestrian routes may be needed to provide access to the improved hub. The environment around stations often needs improvement, to create for example the active transit plazas contemplated in the RTP. Improvements to the design, customer convenience and comfort of the stations themselves are also a critical component of a strong and efficient transportation system. In many cases, these types of improvements will require a degree of up-front public investment in addition to that necessary for the transit improvements themselves.

A Mobility Hub investment program is thus seen as a critical component of the overall RTP investment program. While it is difficult to estimate the total requirements of such a program, in the Draft RTP Metrolinx has proposed \$50 million per year over the life of the plan. The overall amount of investment in mobility hubs is however seen as several times this amount, as the up-front investment would leverage investment by the private sector that is generated by the increased accessibility created by the RTP and by municipal investments generated by development charges, Section 37 and Tax Increment Financing (TIF) revenues, as well as with direct capital contributions. To the extent possible, the investment should be structured as a revolving fund, providing the up-front assistance necessary to enable transit-related development to take place which in turn would generate value enhancements, property tax revenues and other receipts.

The investment program should adopt operating procedures designed to maximize the potential for private sector and municipal financial participation in mobility hub development. Applications for funding could be invited from municipalities or, where appropriate major institutions or private investors, in a series of competitive application rounds that might take place every two or three years. These could be based on development plans and business strategies prepared by municipalities in cooperation with area institutions and landowners that identify the optimal development strategy. Periodic funding, with fewer rather than more individual investments,

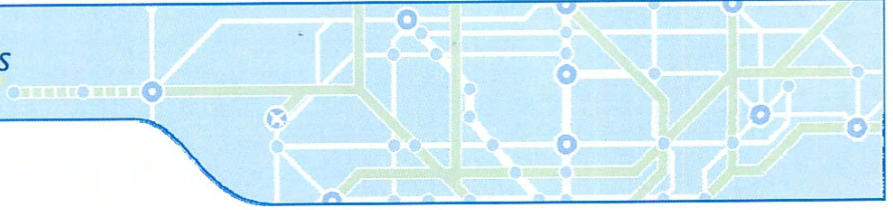
## *Backgrounder: Mobility Hubs*



would permit investment at the scale necessary to make a structural and transformative contribution to the success of the overall transportation system.

The criteria for awarding funding should stress the extent to which private and municipal investment would be forthcoming, the degree to which it would support use of the transit system, the scale of development and improvement that would be generated by the investment, the receptiveness of the planning and implementation framework for the contemplated transit-related development, the overall business plan for the mobility hub improvement, and the repayment program envisaged.

*Backgrounder: Mobility Hubs*



# Appendices

## Backgrounder: Mobility Hubs

### Appendix A:

#### Gateway Hubs

Gateway Hub	Number of Rapid Transit Lines	2031 Boardings + Alightings (AM peak period)*	2031 Population + Employment (within 800 m)*
Beaver Creek-Leslie/407	3	7,000	11,000
Burlington Downtown	1	1,400	15,000
Burlington GO	2	7,000	12,000
Cooksville GO	3	40,000	28,000
Don Mills-Eglinton	2	13,600	24,000
Don Mills-Sheppard	2	13,000	24,000
Dundas West Station	3	40,000	28,000
Eglinton West Station	2	7,000	25,000
Eglinton-Weston	2	21,000	14,000
Finch West-Keele	2	13,000	14,000
Hamilton Liuna	2	4,600	23,000
Jane-Eglinton	2	31,000	15,000
Jane-Finch	2	4,100	21,000
Kennedy Station	4	37,000	16,000
Main Street Station	2	30,000	26,000
Malvern Town Centre	2	3,000	14,000
Milton GO	1	5,000	21,000
Mohawk-James	2	5,200	10,000
Newmarket GO	2	600	11,000
Osgoode Station	2	77,000	252,000
Oshawa GO	2	35,000	5,300
Pape Station	2	52,000	28,000
Port Credit GO	3	6,000	7,000
Queen Station	2	63,000	257,000
Renforth Gateway	3	15,000	6,700
Seaton	3	6,000	5,100
St. George Station	2	14,000	71,000
Steeles Station	2	7,000	14,000
Summerhill Station	2	3,000	32,000
Yonge-Bloor	2	42,000	110,000
York University	3	4,000	11,000
Yorkdale	1	2,000	18,000

\* Values derived from modelling carried out in support of the Draft RTP. More information can be found in the backgrounder "Modelling Methodology and Results for the Draft Regional Transportation Plan, October 2008" available on the Metrolinx website.



## Backgrounder: Mobility Hubs

### Appendix B:

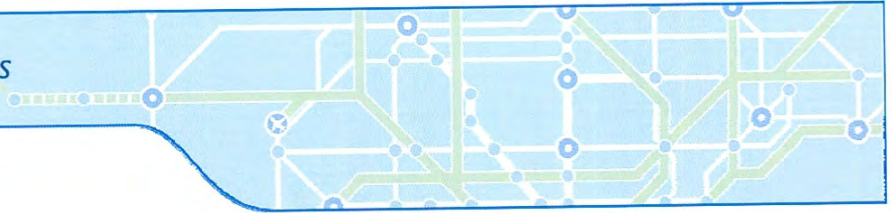
#### Anchor Hubs

Anchor Hub	Number of Rapid Transit Lines	2031 Boardings + Alightings (AM peak period)*	2031 Population + Employment (within 800 m)*
Brampton Downtown / Brampton GO	4	33,000	29,000
Eglinton-Yonge	2	42,000	62,000
Etobicoke Centre / Kipling Station	4	15,000	31,000
Finch-Yonge	2	8,100	42,700
Hamilton Downtown / Hamilton GO	2	16,000	52,000
Markham Centre	4	20,000	23,000
Midtown Oakville	3	15,000	19,000
Mississauga C.C.-Square One	2	5,200	62,000
North York Centre	2	6,000	51,000
Oshawa Downtown	3	1,700	29,000
Pickering Downtown	4	49,000	18,000
Pearson Airport	4	24,000	5,400**
Richmond Hill-Langstaff	5	84,000	16,000
Scarborough Centre	4	28,000	72,000
Sheppard-Yonge	2	31,300	44,000
Union Station	11	387,000	239,000
Vaughan Corporate Centre	3	7,000	18,000

\* Values derived from modelling carried out in support of the Draft RTP. More information can be found in the backgrounder "Modelling Methodology and Results for the Draft Regional Transportation Plan, October 2008" available on the Metrolinx website

\*\* Does not include the entire Pearson Airport district

Backgrounder: Mobility Hubs



## Appendix C:

### Examples of Potential Major Transit Station Areas\*\*

Major Transit Station Area	Number of Rapid Transit Lines	2031 Boardings + Alightings (AM peak period)*	2031 Population + Employment (within 800 m)*
401-Morningside	2	1,100	7,300
403-Dundas	2	200	5,500
Bolton	1	1,100	3,500
Bolton GO Line-Hwy 7	2	5,100	7,500
Bowmanville	1	1,200	2,700
Brant-Dundas	2	30	3,900
Dupont Station	2	3,000	33,000
Eglinton-Leslie	3	1,700	23,000
Hamilton East	2	3,100	15,000
Leslie-Sheppard	2	2,000	12,000
Locust Hill	2	50	1,500
Milliken GO	2	100	13,000
Morningside-Ellesmere	2	900	7,300
Mount Pleasant GO	1	3,100	4,800
Stouffville GO	1	300	9,300
Uptown Oakville (Dundas/Trafalgar)	2	900	6,800
York Mills Station	1	17,000	10,000

\* Values derived from modelling carried out in support of the Draft RTP. More information can be found in the backgrounder "Modelling Methodology and Results for the Draft Regional Transportation Plan, October 2008" available on the Metrolinx website.

\*\* Identification of major transit station areas is subject to the policies of the Growth Plan and municipal Official Plan conformity.

# City of Brampton



## A Review of the Draft Regional Transportation Plan





November 5, 2008

Project # 5009



Mr. John Corbett  
Commissioner of Planning, Design and Development  
City of Brampton  
2 Wellington Street West  
Brampton, ON L6Y 4R2

Dear Mr. Corbett:

Re: City of Brampton: Review of the Metrolinx Draft RTP

We are pleased to submit this review of Metrolinx's Draft Regional Transportation Plan. In this report, we examine the projects in Brampton that are included in and excluded from Metrolinx's \$50 billion 25-year plan for Regional Transit.

We have found that the investments included in the Draft RTP will be of great importance to the City and will assist in meeting future travel demands and in suggesting Brampton's growth management plan. However, as important as these investments are, we have identified other investments in Brampton that will also be required that have not been included in the Draft RTP. These investments are Mount Pleasant Village Mobility Hub, Steeles AcceleRide, and Bramalea-Airport AcceleRide.

We thank you for selecting iTRANS to conduct this important study.

Yours truly,

**iTRANS Consulting Inc.**

A handwritten signature in blue ink that reads "Tyrone Gan".

Tyrone Gan, P.Eng.  
President

Encl. Review of the Draft Regional Transportation Plan Report

**iTRANS  
Consulting Inc.**

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City of Brampton

# A Review of the Draft Regional Transportation Plan

City of Brampton

November 2008

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**Quality Control**

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## EXECUTIVE SUMMARY

In September 2008, Metrolinx released the Draft Regional Transportation Plan (RTP), a \$50 billion transit and transportation investment in the Greater Toronto Hamilton (GTHA) Area over 25 years. The Draft RTP identifies seven projects within the City of Brampton. The following identifies the seven investments within the City of Brampton.

### GO Transit

1. Project 2: Express Rail (Downtown Brampton to Union Station)
2. Project 5: Regional Rail (Georgetown to Downtown Brampton)

### Brampton Transit

3. Project 22: Main AcceleRide Mayfield to Downtown Brampton
4. Project 23: Main AcceleRide Downtown Brampton to 407
5. Project 26: Queen AcceleRide Downtown Brampton to Regional Road 50
6. Project 39: Highway 410 Extension
7. Project MH: Downtown Brampton Mobility Hub

The RTP is moving in the right direction by acknowledging the need for transit investments to accommodate future transportation needs in the City of Brampton. The seven investments listed will be of great importance to the City and will assist in meeting future local and regional travel demands. However, as important as these investments are, there are other investments in Brampton that will also be required to meet the future travel demands that have not been included in the Draft RTP. The following report re-examines the Mount Pleasant Village Mobility Hub, Steeles AcceleRide, and Bramalea-Airport AcceleRide and reemphasizes the need for funding for the Downtown Brampton Mobility Hub, Main AcceleRide and Queen AcceleRide.

## A. Mount Pleasant Village Mobility Hub

### Gateway Criteria

With respect to Mount Pleasant, the Metrolinx report “Backgrounders: Mobility Hubs” defines Gateway Hubs as major transit station areas that have:

- **Criteria 1:** two or more current or planned regional rapid transit lines
- **Criteria 2:** 5,000 or more forecasted combined boardings and alightings (in the morning peak period)
- **Criteria 3:** 10,000 people and jobs combined within 800 metres

In this same report, Mount Pleasant is shown as not meeting these criteria.

This report re-examines Mount Pleasant and finds that Mount Pleasant will have:

- **Conclusion 1:** **two regional rapid transit lines**
- **Conclusion 2:** **6,200 combined boardings and alightings** (AM peak) in 2031
- **Conclusion 3:** **15,800 people and jobs combined within 800 metres** in 2031

As these findings show that Mount Pleasant exceeds the criteria established by Metrolinx, it is recommended that the City request its identification as a “Gateway Hub” and \$23 million in funding to complete the project.

In the context of recognizing Mount Pleasant as a “Gateway” mobility hub, it is important to recognize that over 200,000 people are to be accommodated in Brampton by 2021, outside of the current built boundary as identified in the Growth Plan, a population greater than that of Oakville, Milton, or Burlington.

### Provincial Growth Plan

The proposed framework for the Mount Pleasant Community is consistent with the provincial interests, as set out in the Provincial Growth Plan by incorporating the following design elements:

- Mixed-use development and intensification around a major rapid transit line
- Transit-oriented development
- Exceeding the minimum provision for 50 residents and jobs per hectare by providing 79 residents and jobs per hectare
- Accommodating a significant share of population and employment growth in the Greater Toronto Area

### Regional Characteristics and Inter-Regional Connections

The community will serve as a focal point for the investment in region-wide public services and will accommodate approximately 1,800 jobs. The gateway is therefore expected to have a “regional draw”, attracting workers not only from the City of Brampton, but also from various adjacent municipalities such as Mississauga, Caledon, Georgetown, York Region and the City of Toronto.

The availability of multiple regional rapid transit lines from adjacent municipalities, converging at the Mount Pleasant Village Mobility Hub, will allow for convenient regional transit access to the area, thus allowing the gateway to function as both a local and regional centre.

### Changes in Travel Behaviour and Sustainability

The Mount Pleasant Village Mobility Hub will be designed as a pedestrian-friendly community founded on the principles of transit-oriented development. This design concept goes against traditional “suburban” development found throughout the 905 region, commonly referred to as “urban sprawl” which exhibits land-use characteristics such as low-density, single-use zoning and auto-dependent communities, resulting in auto-dependency. The purpose for this design will be to reduce the overall number of private automobile trips made by maximizing opportunities for alternative modes, particularly the role and effectiveness of public transit. This design also supports sustainable design principles by promoting environmentally-sustainable development that is supportive of public transit, pedestrians and cyclists.



The total investment for the Mount Pleasant Gateway is \$68.6 million of which \$23 million in funding is being requested from Metrolinx. A further \$22 million is also needed for a proposed underpass grade separation of Creditview Road at the Canadian National Railway (CNR) crossing.

## B. Downtown Brampton Anchor Hub

The Downtown Brampton Anchor Hub is a critical node for the proposed regional transit network identified in the Draft RTP. The hub is strategically located in Downtown Brampton adjacent to the existing Brampton GO Station and connects to three major transit lines and numerous local transit routes.

The Downtown Brampton Anchor Hub is expected to accommodate 33,000 AM Peak period boardings and alightings by 2031. The need to expand the existing facilities at the downtown Brampton terminal and GO station to accommodate future demands will become necessary. However, since the hub is located in an already built-up area, there are limited opportunities for expansion. The Mount Pleasant Village Mobility Hub can therefore act as a “reliever” for the Downtown Brampton Anchor Hub, providing an alternate connection to the Regional transit network from the northwest.

Both the Downtown Brampton Anchor hub and the Mount Pleasant Village Mobility Hub are required to accommodate future population and employment growth in the City of Brampton and the success of each hub is dependent on one another.

## C. AcceleRide

### Steeles Avenue AcceleRide

With respect to Steeles AcceleRide, this AcceleRide corridor will service an inter-regional market (Brampton, Vaughan, Toronto, and Mississauga) as it is planned to connect to Humber College in the east and to the Lisgar or Meadowvale GO stations in the west. The Steeles conventional transit service is today one of the system’s most heavily used routes. It provides a direct connection to Humber, and over the past year has seen a ridership increase of over 30 percent.

The planned AcceleRide BRT service along this corridor is of strategic importance as it can provide a direct connection to the GO Milton rail corridor and to the future 407 Transitway at Airport Road. These connections will facilitate access for residents along the Milton corridor to Sheridan College and the employment lands along Steeles Avenue, and allow passengers travelling to Brampton via the 407 to connect to a regional rapid transit service.

Whereas a portion of Steeles Avenue has been included in previous provincial and federal funding commitments as part of the AcceleRide program, it is recommended that the City request that the RTP recognize the important regional role of this corridor, and that it would be appropriate to consider further funding for enhancements in these corridors during the life of the RTP over and above what has been included in the AcceleRide currently funded AcceleRide plan.

### Bramalea-Airport AcceleRide

A north-south AcceleRide line that would connect Bramalea City Centre and the Bramalea GO Station to Pearson Airport and the planned major transit hub in the area is not in the AcceleRide program and does need new funding. However, this link was included in Brampton's "Quick-Win" request and remains a high priority, given its potential to serve one of the most concentrated employment areas in the GTHA. This link should therefore be recognized in the RTP as a regional transportation link and a candidate for future Metrolinx funding.

### Queen Street AcceleRide

Funding has been identified by Metrolinx for AcceleRide BRT services along Queen Street and will allow for the City to accommodate transit ridership growth throughout the corridor, and support the development goals for Queen Street and Brampton's Central Area by establishing Queen Street as a transit-priority corridor, through the provision of transit-supportive, high-density development throughout the corridor, and providing an east-west rapid transit route that connects to major development areas and urban centres in Brampton, York Region and the GTA. The construction of this line will provide a vital rapid transit link between Brampton and adjacent municipalities while supporting the ultimate vision for the corridor.

### Main Street AcceleRide

Funding has been identified by Metrolinx for the Main / Hurontario Street AcceleRide corridor that will be extremely beneficial to the City of Brampton and GTA. The Main / Hurontario Street corridor is a heavily traveled north-south transit corridor linking major destinations in the City of Brampton as well as in the City of Mississauga.

The identification of funding for the Main / Hurontario Street AcceleRide BRT line will allow the City of Brampton to accommodate future ridership demands through the corridor, provide rapid transit connections between major development areas in the City of Brampton, Mississauga and the GTA, and achieve the ultimate vision for Main and Hurontario Street.

### BovaiRoad Road AcceleRide

A BovaiRoad Drive AcceleRide corridor is included in the current AcceleRide funding program, and extends from Mount Pleasant GO Station to the vicinity of Bramalea Road or Airport Road (extension options beyond, not funded, are under consideration, possibly connected with the Bramalea-Airport north-south line described next). While additional funding is not required for the BovaiRoad corridor, it should be recognized in the RTP as a regional rapid transit line.

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## 1. INTRODUCTION

In September 2008, Metrolinx released the Draft Regional Transportation Plan (RTP), a \$50 billion transit and transportation investment in the Greater Toronto Hamilton Area over 25 years as shown in **Exhibit 1**.

### Exhibit 1: Draft RTP 25 Year Plan for Regional Transit and Highway Improvements



The Draft RTP identifies a number of projects within the City of Brampton, for which a specified investment amount has not yet been determined. These include:

- Hurontario / Main AcceleRide
- Queen AcceleRide
- Downtown Brampton Mobility Hub
- Express Rail to Downtown Brampton and Regional Rail beyond
- Highway 410 extension

While these projects are important to Brampton, there are others for which priority consideration had been requested, but that have been excluded from the Draft RTP, in particular the Mount Pleasant Village Mobility Hub and Steeles AcceleRide.

The following report provides a general overview and commentary on the Draft RTP and Investment Strategy. It acknowledges the recognition of the Downtown Mobility Hub and the Queen and Main rapid transit corridors in the RTP, re-emphasizes the need to fund them, and provides a detailed re-evaluation and analysis to support the inclusion of the Mount Pleasant Village Mobility Hub and Steeles AcceleRide.

## 2. DRAFT RTP AND INVESTMENT STRATEGY

Metrolinx published the Draft Investment Strategy in conjunction with the Draft RTP in September 2008. The Draft RTP calls for “major investment in transit and transportation expansion”<sup>1</sup> in the amount of \$50 billion over 25 years, to be invested in three phases.

### 2.1 Three Phases of Investment

#### 2.1.1 Quick-Wins

In late 2007, Metrolinx recommended 14 projects submitted by GTHA municipalities as part of a \$791.3M “Quick-Win” package for initial funding. These projects, along with additional GO Transit Quick Wins were subsequently approved in the 2008 Provincial Budget. These projects are summarized in **Exhibit 2**.

As a proportion of the total Quick-Win package, Peel Region received \$56.1 million or 7.5% of the total. This is less than York Region’s \$110 million, Durham Region’s \$82.3 million, and Halton’s \$57.6 million.<sup>2</sup>

Brampton put forward several projects for consideration, as part of a consolidated Peel Region Quick-Win submission, including a Bramalea-Renforth-Airport BRT connection, Hurontario AcceleRide extension from Sandalwood to Mayfield, Steeles Avenue AcceleRide improvements, and the Mount Pleasant Village Mobility Hub. None of these were successful for Quick-Win funding, though Brampton was included through the \$26.5 million identified for “Dundas and Hurontario Higher-ORoad Transit Corridor Development” along with Mississauga.

#### 2.1.2 15-year Plan

The second phase of the investment strategy is the 15-year plan (2009-2023) that is laid out in the RTP. The 15-year plan identifies 40 projects, of which seven are within the City of Brampton. The following identifies the seven investments within the City of Brampton as illustrated in **Exhibit 3**.

#### **GO Transit**

1. Project 2: Express Rail (Downtown Brampton to Union Station)
2. Project 5: Regional Rail (Georgetown to Downtown Brampton)

#### **Brampton Transit**

3. Project 22: Main AcceleRide Mayfield to Downtown Brampton
4. Project 23: Main AcceleRide Downtown Brampton to 407
5. Project 26: Queen AcceleRide Downtown Brampton to Regional Road 50
6. Project 39: Highway 410 Extension
7. Project MH: Downtown Brampton Mobility Hub<sup>3</sup>

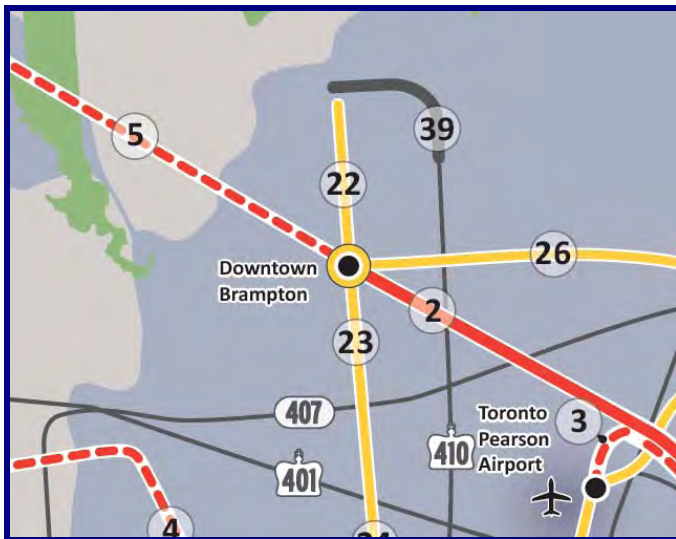
<sup>1</sup> Metrolinx. Draft Investment Strategy (Toronto: 2008) pg 5.

<sup>2</sup> Tranche Two Funding: [http://www.metrolinx.com/Client%20Documents/1/7-SII-07-001MoveOntario\\_Quick\\_Win\\_Investment\\_Package.pdf](http://www.metrolinx.com/Client%20Documents/1/7-SII-07-001MoveOntario_Quick_Win_Investment_Package.pdf)

**Exhibit 2: Quick-Win Projects<sup>4</sup>**

<b>Inter-Regional</b>	<ul style="list-style-type: none"> <li>• GO Transit Rail Fleet Expansion: 20 additional bi-level passenger coaches for the GO Lakeshore Corridor</li> <li>• GO Transit Double-Decker Buses: 10 new double-decker commuter buses for the Highway 407-403 Corridor, and to York University</li> <li>• GO Track Expansion: New passing-track sections for the GO Bradford and GO Stouffville corridors</li> <li>• Bicycle Expansion: New bicycle-carrying devices on municipal transit vehicles and bicycle-storage spaces at stations across the GO Transit network</li> </ul>
<b>Hamilton</b>	<ul style="list-style-type: none"> <li>• B-Line Improvements, King-Main Corridor</li> <li>• A-Line Improvements, James-Upper James Corridor with service to Hamilton International Airport</li> <li>• James Street North GO/VIA Station Gateway to Niagara</li> </ul>
<b>Halton</b>	<ul style="list-style-type: none"> <li>• Early Phase Dundas Street Bus Rapid Transit Spine</li> </ul>
<b>Peel</b>	<ul style="list-style-type: none"> <li>• Dundas and Hurontario Higher-Order Transit Corridor Development</li> <li>• Mississauga Transitway Hub, Airport-Renforth Gateway</li> <li>• Bolton GO Transit Improvements</li> </ul>
<b>York</b>	<ul style="list-style-type: none"> <li>• Early Phase VIVA on Highway 7 and Yonge Street, and the Cornell Terminal</li> </ul>
<b>Toronto</b>	<ul style="list-style-type: none"> <li>• TTC Transit City Light Rail Transit (LRT) Head Start</li> <li>• Yonge Subway Capacity Improvements</li> <li>• Yonge Finch-Steeles Bus Rapid Transit</li> </ul>
<b>Durham</b>	<ul style="list-style-type: none"> <li>• Early Phase Highway 2 Bus Rapid Transit Spine</li> </ul>

**Exhibit 3: 15-year New Transit and Transportation Funding in Brampton<sup>5</sup>**



<sup>3</sup> Downtown Brampton is identified as an anchor hub and is receiving funding for the facilitation of connections between GO Georgetown Rail with Main and Queen AcceleRide.

<sup>4</sup> Ibid.

<sup>5</sup> Metrolinx. Draft Regional Transportation Plan. (Toronto: 2008)

All of the 15-year projects are identified in **Exhibit 4**.

**Exhibit 4: 15-year Plan Investments<sup>6</sup>**

15-Year Plan	
<b>Express Rail</b>	<b>Other Rapid Transit (BRT / LRT / AGT)</b>
Lakeshore (1): <i>Hamilton - Oshawa GO</i>	Hamilton James Street (17): <i>Downtown Hamilton - Hamilton Airport</i>
Brampton (2): <i>Downtown Brampton - Union Station</i>	Hamilton King/Main (18): <i>McMaster University - Centennial Pkwy</i>
<b>Regional Rail</b>	Dundas West (19): <i>Waterdown - Kipling Station</i>
Airport (3): <i>Airport - Union Station</i>	Trafalgar (20): <i>Hwy 407 - Midtown Oakville</i>
Milton (4): <i>Downtown Milton - Union Station</i>	Mississauga Transitway (21): <i>Renforth - Oakville GO via Hwy 403</i>
Georgetown (5): <i>Georgetown - Downtown Brampton</i>	Hurontario (22): <i>Mayfield Rd. - Downtown Brampton</i>
Bolton (6): <i>Bolton - Union Station</i>	Hurontario AcceleRide (23): <i>Downtown Brampton - Hwy 407</i>
Crosstown (7): <i>Dundas West - Summerhill Station</i>	Hurontario (24): <i>Hwy 407 - Port Credit GO</i>
Barrie (8): <i>Barrie - Union Station</i>	Waterfront West (25): <i>Port Credit GO - Union Station</i>
Richmond Hill (9): <i>Richmond Hill GO - Union Station</i>	Hwy 7 AcceleRide (26): <i>Downtown Brampton - Peel Boundary</i>
Richmond Hill (10): <i>Bloomington Rd. - Richmond Hill GO</i>	VIVA Highway 7 (27): <i>Peel Boundary - Locust Hill (Markham)</i>
Stouffville Line (11): <i>Mt Joy GO - Union Station</i>	Finch West (28): <i>Airport - Finch Station</i>
Havelock (12): <i>Locust Hill (Markham) - Union Station</i>	Eglinton (29): <i>Airport - Kennedy Station</i>
Seaton (13): <i>Seaton - Union Station</i>	Hwy 427 (30): <i>Airport - Kipling Station</i>
Lakeshore (14): <i>Oshawa GO - Bowmanville</i>	Jane (31): <i>Vaughan Corporate Centre - Bloor</i>
<b>Subway</b>	Don Mills (32): <i>Bloor-Danforth Subway - Hwy 7</i>
Spadina (15): <i>Downsview Station - Vaughan Corporate Centre</i>	VIVA Yonge (33): <i>Langstaff - Newmarket Centre</i>
Yonge (16): <i>Finch - Langstaff</i>	Sheppard East (34): <i>Don Mills Station - Meadowvale/ Scarborough Centre</i>
<b>Roads and Highways</b>	Scarborough RT (35): <i>Kennedy Station - Malvern</i>
Highway 410 Extension (39)	Hwy 2 (36): <i>Scarborough Centre - Downtown Oshawa</i>
Highway 404 Extension (41)	Brock Road (37): <i>Downtown Pickering - Seaton</i>
Highway 427 Extension (40)	Oshawa Connector (38): <i>Oshawa GO - Downtown Oshawa</i>
Highway 407 East (42)	

Of these 40 projects, 15 are identified as priority projects as shown in **Exhibit 5**. Priority projects are investment identified as “transformational”. This means that they are expected to have the greatest impact on the entire region. Of the 15 priority projects, 2 are within the City of Brampton, in whole or in part, as identified in **Exhibit 5**.

**Exhibit 5: 15 Priority Projects<sup>7</sup>**

- VIVA Highway 7 and Yonge Street through York Region
- Brampton’s Queen Street Acceleride
- Spadina subway extension to Vaughan Corporate Centre
- Yonge subway extension to Richmond Hill and capacity improvements
- Eglinton rapid transit from Pearson Airport to Scarborough Centre
- Upgrade and extension of the Scarborough Rapid Transit line
- Finch/Sheppard rapid transit from Pearson Airport to Scarborough Centre and Meadowvale
- Express Rail on the Lakeshore Line from Hamilton to Oshawa
- Rapid transit in downtown Hamilton from McMaster University to Centennial Parkway
- Hurontario rapid transit from Port Credit to Downtown Brampton
- 403 Transitway from Mississauga City Centre to the Renforth Gateway
- Rail link between Union Station and Pearson Airport
- Rapid transit service along Highway 2 in Durham
- Improvements to existing GO rail services and extension of GO rail service to Bowmanville
- Early phases of BRT service on Dundas Street in Halton and Peel

<sup>6</sup> Metrolinx. Draft Regional Transportation Plan. (Toronto: 2008)

<sup>7</sup> Metrolinx. Draft Regional Transportation Plan. (Toronto: 2008)



When considering Brampton’s projects, it is important to note that the “recommended alignments and technologies” of these projects “will be developed during the project level Benefits Case Analysis that Metrolinx will carry out for some projects in partnership with municipalities and transit agencies as part of the funding approval process for individual projects.”<sup>8</sup>

This is of extreme importance because it states that Metrolinx is identifying the appropriate technology in consultation with municipalities. This means that if Brampton has not yet discussed the recommended alignment and technology on Queen and Hurontario then the nature of the investments in Brampton has not yet been determined. If the nature of the investment has not yet been determined then the amount of investment surely has not been determined. This is why the amount of funding on a per project basis has not been disclosed. However, the Draft RTP explicitly states that the estimated costs (\$50 billion investment) are “net of existing funding (e.g. Spadina Subway extension, AcceleRide, Mississauga, Transitway).”<sup>9</sup> This means that since Main AcceleRide, Queen AcceleRide and the 410 extension are funded via existing agreements with the Province, it is unclear what new investments will be made in these projects.

### 2.1.3 25-year Plan

The thiRoad phase of the investment strategy is the 25-year plan which commences at the end of the 15-year plan in 2024 and provides funding for the remaining projects. As illustrated in **Exhibit 6** and shown in **Exhibit 7**, there are no new projects in Brampton in the 25-year plan.

#### **Exhibit 6: 25-year Plan New Transit and Transportation Funding in Brampton<sup>10</sup>**



<sup>8</sup> Metrolinx. Draft Regional Transportation Plan. (Toronto: 2008) pg 35.

<sup>9</sup> Metrolinx. Draft Regional Transportation Plan. (Toronto: 2008) pg 78.

<sup>10</sup> Ibid.

**Exhibit 7: 25-year Plan Investments<sup>11</sup>**

25-Year Plan	
<b>Express Rail</b>	<b>Other Rapid Transit (BRT / LRT / AGT)</b>
Mississauga (43): <i>Cooksville - Union Station</i>	Hamilton Mohawk (47): <i>Main Street - Ancaster</i>
Richmond Hill (44): <i>Richmond Hill GO - Union Station</i>	Burlington (48): <i>Fairview GO - Dundas West</i>
<b>Regional Rail</b>	407/427 (49): <i>Airport - Hwy 400</i>
Richmond Hill (45): <i>Bloomington Rd. - Aurora Rd.</i>	407 Transitway (50): <i>Vaughan Corporate Centre - Markham Centre</i>
<b>Subway</b>	Steeles (51): <i>York University - Milliken GO</i>
Downtown Core (46): <i>Bloor West - Downtown - Danforth</i>	Scarborough - Malvern (52): <i>Kennedy Station - Malvern</i>
<b>Travel Corridors</b>	Markham - Pickering (53): <i>Markham Centre - Downtown Pickering via Hwy 401</i>
Niagara-GTA (55)	GTA-West (56)
	Steeles/Taunton (54): <i>Milliken GO - Downtown Oshawa</i>

## 2.2 Impact

Metrolinx has asked municipalities to respond to the Draft RTP in the absence of critical information. The City of Brampton:

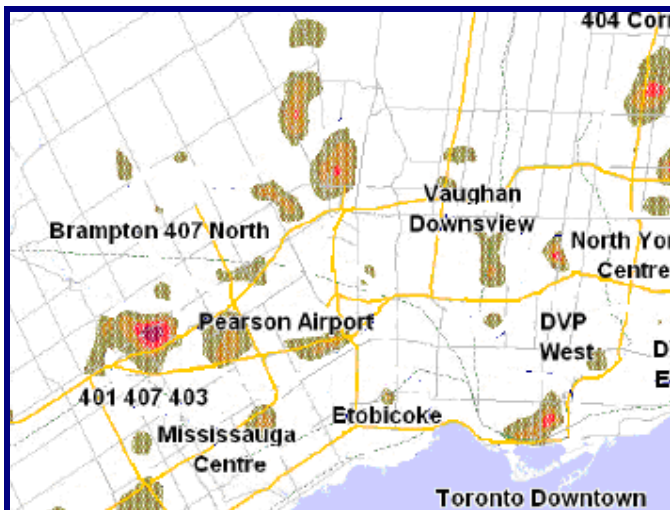
- Does not know the nature of investment being proposed for each project
- Does not know the amount of funding available for each project

The points above are not intended to encourage Brampton to reject the funding offer for enhancements to regional transit and transportation. Because investments are desperately required, funding is required throughout the City to execute the City's plans for municipal and regional transportation.

To highlight the previous point, **Exhibit 8** shows the major employment centres of the GTHA.

As seen, there are a number of concentrated employment centres within and near Brampton, such as Brampton 407 North, Pearson Airport, Downtown Toronto and the 401 / 407 / 403 area.

<sup>11</sup> Metrolinx, Draft Regional Transportation Plan (Toronto: 2008)

**Exhibit 8: 2031 Major Employment Areas<sup>12</sup>**

The Draft RTP will provide additional funding for transportation improvements on Main, Queen and GO as illustrated schematically in **Exhibit 9**.

This will provide service connections to Pearson Airport, the southern portion of Brampton 407 North, Downtown Toronto, Mississauga City Centre and the Vaughan Corporate Centre. However, the Draft RTP fails to connect to a considerable portion of Brampton 407 North and the 401 / 407 / 403 employment area.

**Exhibit 9: Draft RTP Service to Employment Centres<sup>13</sup>**

**Exhibit 10** shows additional planned BRT in Brampton, some of which has been funded to date through the AcceleRide initiative (Queen, Hurontario / Main, Steeles, BovaiRoad), and some, Mississauga Road. and Airport Road., not yet funded.

<sup>12</sup> Soberman. Transportation Challenges In The Greater Toronto Area (Toronto: 2006).

<sup>13</sup> Soberman. Transportation Challenges In The Greater Toronto Area (Toronto: 2006).

This signals that there is a strong relationship between the Draft RTP and Brampton's Transportation Plans since neither network alone is as strong as it is integrated. And since both plans are so dependent upon each other, consultation between the City and Metrolinx is strongly recommended so that the network is examined in its entirety. The Draft RTP is a monumental investment with profound implications on the way people live and work. It's the "Big Move". It deserves the same magnitude of thought and reflection to ensure it's the "Right Move" for all.

#### Exhibit 10: 2031 AcceleRide Service to Employment Centres<sup>14</sup>



<sup>14</sup> Ibid.

### 3. MOUNT PLEASANT VILLAGE MOBILITY HUB

#### 3.1 Getting Ahead of the Challenge

The Draft Investment Strategy is prefaced by a message from the Chair of Metrolinx, Rob MacIsaac. In his message, MacIsaac sets a tone that mirrors the bold and visionary Draft RTP. MacIsaac explains that the Draft RTP will “restore that winning combination of mobility and prosperity”<sup>15</sup> that has faded after 25 years of under investment.

With the population of the GTHA set to grow by 50% in the next 25 years Metrolinx, through the Draft RTP, has set the “policies, priorities and programs for a future of complete mobility” which includes an increase in the amount of rapid transit, roads, bike lanes, and communities that support public transit. However, as Rob MacIsaac admits, it “won’t be easy and won’t come cheap either.”<sup>16</sup> The Draft RTP calls for a \$50 billion investment over the next 25 years, but, as all know and MacIsaac points out, “playing catch up is out of the question” as “we’ve got to get ahead of this challenge.”<sup>17</sup>

“Getting ahead of the challenge” means foreseeing a transportation challenge before it arises and preparing a plan to circumvent it. In short, it means being proactive.

The City of Brampton is Canada’s fastest growing large municipality with 33% growth between 2001 and 2006 as shown in **Exhibit 11**. The trend is forecasted to continue into the future with a population of 730,000 in 2031, with significant growth planned for the City’s northeast and northwest (the latter having been added into the urban boundaries of the Regional and Brampton Official Plans with the approvals of ROPA 15 and OP93-245 by the OMB in December 2006).

The first phase of development in North West Brampton is the Mount Pleasant Secondary Plan (Area 51), comprising about 1,800 acres and bounded by Mayfield Road to the north, Mississauga Road to the west, BovaiRoad Drive to the south, and the Fletcher’s Meadow Secondary Plan Area (SP 44) to the east. Area 51 is planned to accommodate approximately 47,000 people and jobs at full build-out. The most important first step is the development of the Mount Pleasant Village Mobility Hub, located on about 60 Ha around the Mount Pleasant GO station.

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<sup>15</sup> Metrolinx. Draft Investment Strategy (Toronto: 2008) pg 4

<sup>16</sup> Ibid

<sup>17</sup> Ibid

### Exhibit 11: Canada's 20 Largest Municipalities Brampton: 1<sup>st</sup> in Growth Rate and 2<sup>nd</sup> Actual Growth

City	Population			Actual Growth	Population density per square	national population rank, 2006
	2006	2001	% change			
Calgary (Alta.)	988,193	879,003	12.4	109,190	1360.2	3
<b>Brampton (Ont.)</b>	<b>433,806</b>	<b>325,428</b>	<b>33.3</b>	<b>108,378</b>	<b>1626.5</b>	<b>11</b>
Edmonton (Alta.)	730,372	666,104	9.6	64,268	1067.2	5
Vaughan (Ont.)	238,866	182,022	31.2	56,844	873.1	18
Mississauga (Ont.)	668,549	612,925	9.1	55,624	2317.1	6
Markham (Ont.)	261,573	208,615	25.4	52,958	1230.5	16
Surrey (B.C.)	394,976	347,820	13.6	47,156	1245.3	12
Ottawa (Ont.)	812,129	774,072	4.9	38,057	292.3	4
Montréal (Que.)	1,620,693	1,583,590	2.3	37,103	4438.7	2
Vancouver (B.C.)	578,041	545,671	5.9	32,370	5039	8
Laval (Que.)	368,709	343,005	7.5	25,704	1492.2	14
Toronto (Ont.)	2,503,281	2,481,494	0.9	21,787	3972.4	1
London (Ont.)	352,395	336,539	4.7	15,856	837.9	15
Gatineau (Que.)	242,124	226,696	6.8	15,428	707.3	17
Québec (Que.)	491,142	476,330	3.1	14,812	1081.2	10
Hamilton (Ont.)	504,559	490,268	2.9	14,291	451.6	9
Winnipeg (Man.)	633,451	619,544	2.2	13,907	1365.2	7
Halifax (N.S.)	372,679	359,111	3.8	13,568	67.9	13
Windsor (Ont.)	216,473	209,218	3.5	7,255	1473.5	20
Longueuil (Que.)	229,330	225,761	1.6	3,569	1984	19

### 3.2 Immediate Impact

Planned for completion within the next five years, the Mount Pleasant Village Mobility Hub has been centred on the GO station as the community focal point. The vision for Mount Pleasant Village is founded on key principles of transit-oriented development (TOD), including higher densities, mixed use, attention to streetscape and civic design, and a transportation network / infrastructure that encourages alternative modes and that actively seeks to improve transit, by providing services and amenities that make it a comfortable and reliable mode of choice.

Brampton anticipates the approval of the Mount Pleasant Village Block Plan, along with a plan of subdivision for a portion of the lands adjacent the GO station platform in 2008 / 2009. Therefore an opportunity exists to generate visible results demonstrating transit supportive development and the operation-characteristics of a mobility hub early in the five-year time horizon planned for the completion of Mount Pleasant Village.

Furthermore, the City has also positioned Mount Pleasant Village as an ideal candidate for a demonstration project. It presents a unique opportunity to demonstrate how a mobility hub and TOD community can be developed around an existing higher-order transit facility that lies outside of a strictly defined urban growth, but still within the urban boundary, that will experience tremendous growth over the coming years. Since the planning for Mount Pleasant Village is also substantially advanced, it provides an opportunity to showcase in the immediate future a model for delivering environmentally sustainable, transit-oriented development to similar areas elsewhere in the GTA.

Whereas the earlier Mobility Hub Green Paper specifically addressed the concept of pilot / demonstration projects which could benefit from financial support, centralized expertise and inter-governmental facilitation, this discussion has not been carried through in the RTP.

The Mount Pleasant Village Mobility Hub's unique position both in terms of the type of development it represents in the GTHA landscape, and the substantive amount of work that has already been invested to deliver a TOD product in the near future, qualify it for special consideration as a mobility hub demonstration project in the RTP. Without the benefits accrued to demonstration projects, particularly financial support, the full vision for Mount Pleasant may not be achievable.

To ensure that 25 years into the future Metrolinx and Brampton are not "playing catch up" in North West Brampton, Mount Pleasant Village Mobility Hub must be funded now, when the land is available, and when the financing for the investment is attainable.

### 3.3 Meeting Established Criteria

In the Mobility Hubs "Backgrounder" to the draft RTP defines "Gateway Hubs" as major transit station areas that meet the following three criteria:<sup>18</sup>

1. **Criteria 1:** Located at the interchange between two or more current or planned regional rapid transit lines as identified in the Draft RTP.
2. **Criteria 2:** Have 5,000 or more forecasted combined boardings and alightings (in the morning peak period).
3. **Criteria 3:** Have current or planned densities of at least 10,000 people and jobs combined within 800 metres.

Metrolinx also identifies "exceptional cases", where major transit station areas that met at least two of the criteria, and performed particularly well on these criteria, were identified as Gateway Hubs."<sup>19</sup> **Exhibit 12** identifies the 13 exceptional cases.

Of the 32 Gateways identified in the Draft RTP, 13 (40%) Gateway Hubs do not meet all three criteria. The inclusion of these is based on each Gateway's "exceptional performance" criteria that they do comply with. Exceptional performance is undefined. **Exhibit 12** lists the Gateway Hubs in the Draft RTP, with the "exceptional cases" highlighted.

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<sup>18</sup> Metrolinx. Backgrounder: Mobility Hubs (Toronto: 2008) pg. 4.

<sup>19</sup> Ibid.

**Exhibit 12: Gateway Hubs identified in the Draft RTP**

GATEWAY	2 OR MORE RAPID TRANSIT LINES	5,000 OR MORE BOARDINGS/ALIGHTINGS IN AM PEAK	10,000 PEOPLE/JOB'S WITHIN 800 METRES
Beaver Creek-Leslie/407	3	7,000	11,000
Burlington Downtown	1	1,400	15,000
Burlington GO	2	7,000	12,000
Cooksville GO	3	40,000	28,000
Don Mills-Eglinton	2	13,600	24,000
Don Mills-Sheppard	2	13,000	24,000
Dundas West Station	3	40,000	28,000
Eglinton West Station	2	7,000	25,000
Eglinton-Weston	2	21,000	14,000
Finch West-Keele	2	13,000	14,000
Hamilton Liuna	2	4,600	23,000
Jane-Eglinton	2	31,000	15,000
Jane-Finch	2	4,100	21,000
Kennedy Station	4	37,000	16,000
Main Street Station	2	30,000	26,000
Malvern Town Centre	2	3,000	14,000
Milton GO	1	5,000	21,000
Mohawk-James	2	5,200	10,000
Newmarket GO	2	600	11,000
Osgoode Station	2	77,000	252,000
Oshawa GO	2	35,000	5,300
Pape Station	2	52,000	28,000
Port Credit GO	3	6,000	7,000
Queen Station	2	63,000	257,000
Renforth Gateway	3	15,000	6,700
Seaton	3	6,000	5,100
St. George Station	2	14,000	71,000
Steeles Station	2	7,000	14,000
Summerhill Station	2	3,000	32,000
Yonge-Bloor	2	42,000	110,000
York University	3	4,000	11,000
Yorkdale	1	2,000	18,000

Currently, Mount Pleasant is identified in the Mobility Hubs “Backgrounder” Appendix C as a “potential major transit station area” and is described as a station that services one regional rapid transit line (GO Georgetown), that accounts for 3,100 combined boardings / alightings, and is within 800 metres of 4,800 people / jobs. **Exhibit 13** identifies all potential major transit station areas listed in Appendix C.

**Exhibit 13: Examples of Potential Major Transit Station Areas**

Major Transit Station Area	Number of Rapid Transit Lines	2031 Boardings + Alightings (AM peak period)*	2031 Population + Employment (within 800 m)*
401-Morningside	2	1,100	7,300
403-Dundas	2	200	5,500
Bolton	1	1,100	3,500
Bolton GO Line-Hwy 7	2	5,100	7,500
Bowmanville	1	1,200	2,700
Brant-Dundas	2	30	3,900
Dupont Station	2	3,000	33,000
Eglinton-Leslie	3	1,700	23,000
Hamilton East	2	3,100	15,000
Leslie-Sheppard	2	2,000	12,000
Locust Hill	2	50	1,500
Milliken GO	2	100	13,000
Morningside-Ellesmere	2	900	7,300
Mount Pleasant GO	1	3,100	4,800
Stouffville GO	1	300	9,300
Uptown Oakville (Dundas/Trafalgar)	2	900	6,800
York Mills Station	1	17,000	10,000



As stated here, these figures do not meet any of the Metrolinx criteria. However, as the following sections will demonstrate, the figures for Mt. Pleasant GO are erroneous, and were derived from inaccurate assumptions.

### 3.3.1 Criteria 1: Two or More Rapid Transit Lines

#### **IN 2031, MOUNT PLEASANT VILLAGE MOBILITY HUB WILL CONNECT TWO REGIONAL RAPID TRANSIT LINES**

The Draft 25-year plan for Regional Rapid Transit, as shown in **Exhibit 14**, omits a number of key rapid transit lines that make up the AcceleRide plan. This ultimately precludes Mount Pleasant from consideration since only one rapid-transit line is recognized. And since segments of AcceleRide are not on the Draft 25-year plan for Regional Rapid Transit map, they are not being recognized in Criteria 1, which also impacts Criteria 2.

It appears that inclusion on the map implies, in the woRoads of the Draft RTP, “investment net of existing funding.” Thus, if a project does not appear on the map it must mean that other sources of funding need to be secured to finance the project. It does not mean the project does not exist. The AcceleRide Rapid Transit Plan is a \$280,000,000 project that has received funding commitments from all three levels of government. In 2006, the Province committed \$95 million to the project. In 2008, the Government of Canada formalized its \$95 million investment identified in the CSIF. As per these commitments, the City of Brampton will finance the remaining \$90 million.

The project will be constructed in phases with service introduced into the corridors over a period of about five years, beginning with Queen Street in 2010, and followed by Main Street / Hurontario, Steeles Avenue, and BovaiRoad Drive. Successive years (to the end of “Phase 2 in 2021) would see the incremental improvement of services and amenities in these corridors to meet projected increases in demand.

Exhibit 14: 25 Year Plan for Regional Rapid Transit – Omissions

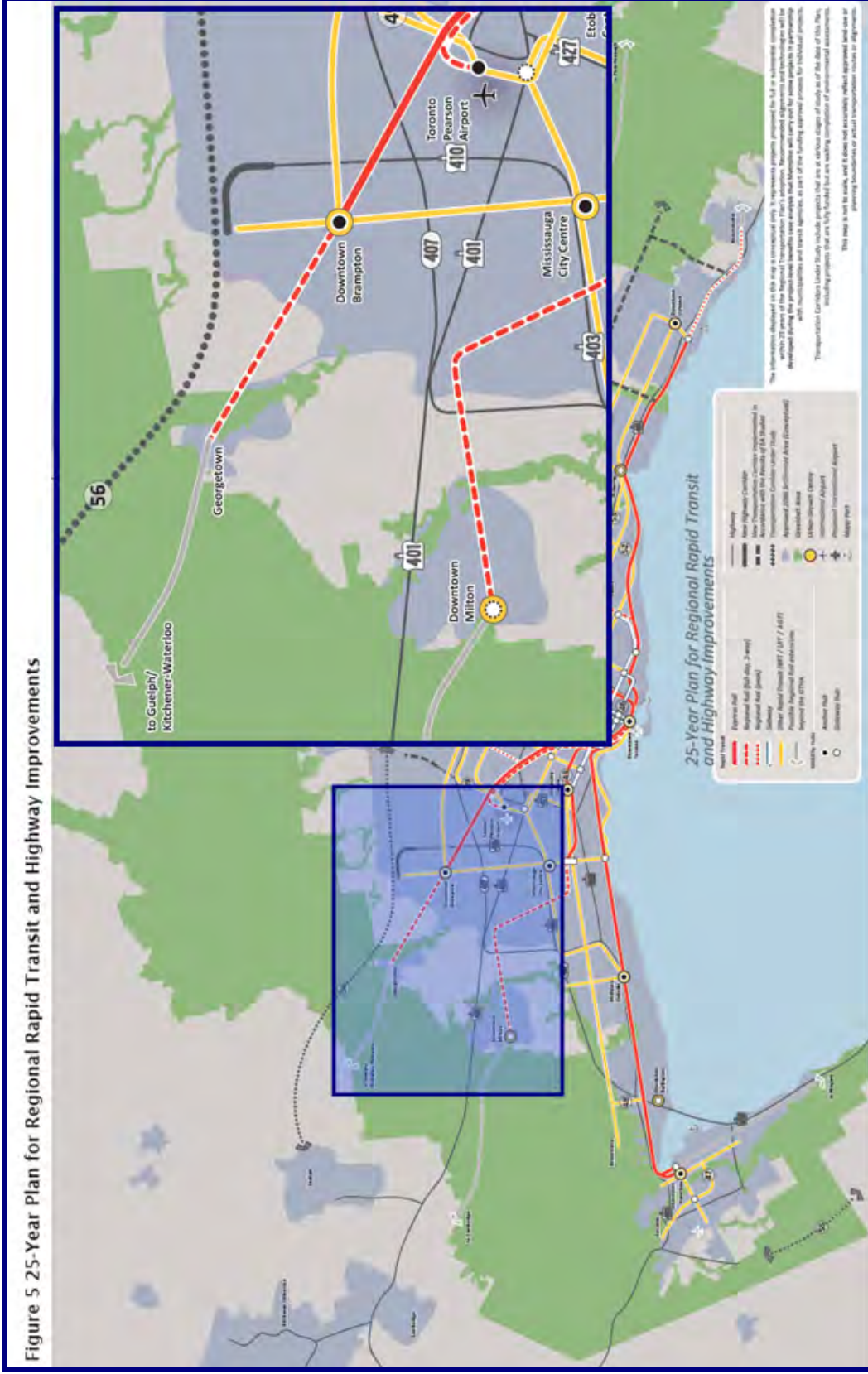


Figure 5 25-Year Plan for Regional Rapid Transit and Highway Improvements

The City of Brampton Official Plan identifies rapid transit along Main, Queen, Steeles, BovaiRoad, Airport and Mississauga. Of these six rapid transit lines (of which the first four are included in the currently funded AcceleRide program), only Main and Queen are depicted on the RTP map. The omission of the remaining four higher-oRoader transit lines are a major concern as the City of Brampton has documented its AcceleRide plans in roughly the same state since 2004 as illustrated in **Exhibit 15, Exhibit 16** and **Exhibit 17**.

**Exhibit 15: 2004 Brampton TTMP – 2021 Strategic Transit Framework**

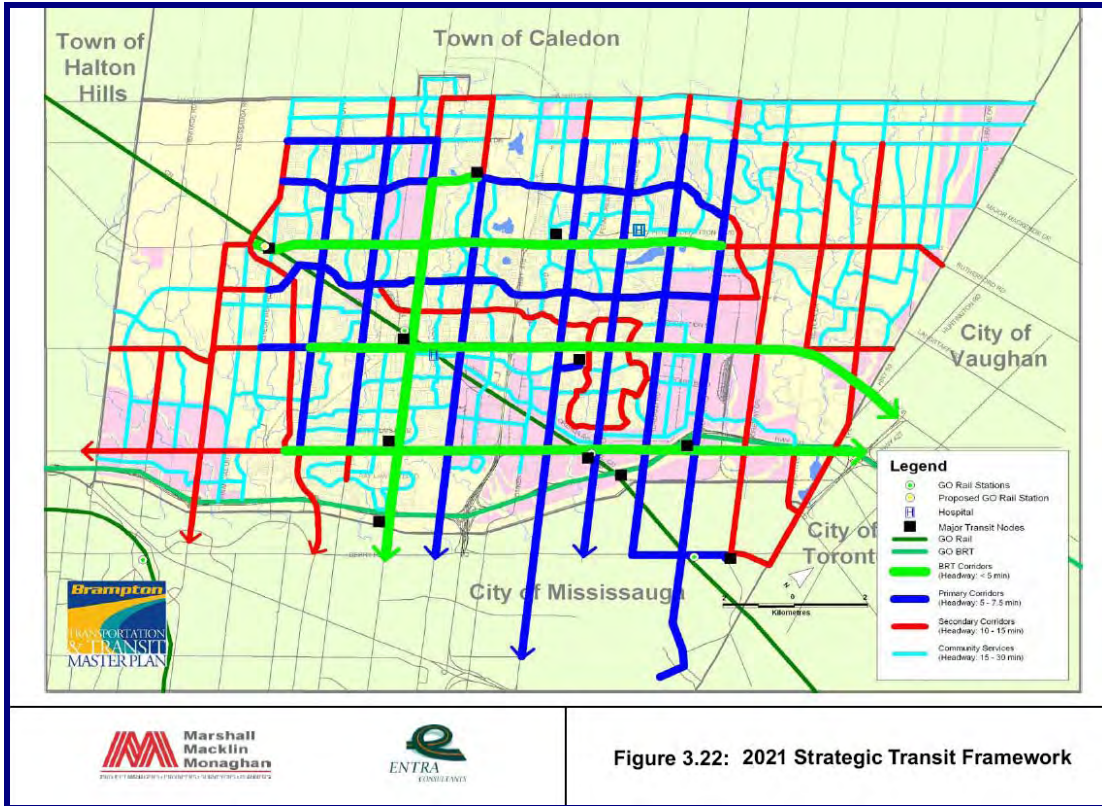


Figure 3.22: 2021 Strategic Transit Framework

Exhibit 16: 2008 AcceleRide Project Map – Phase 2 (to 2021)

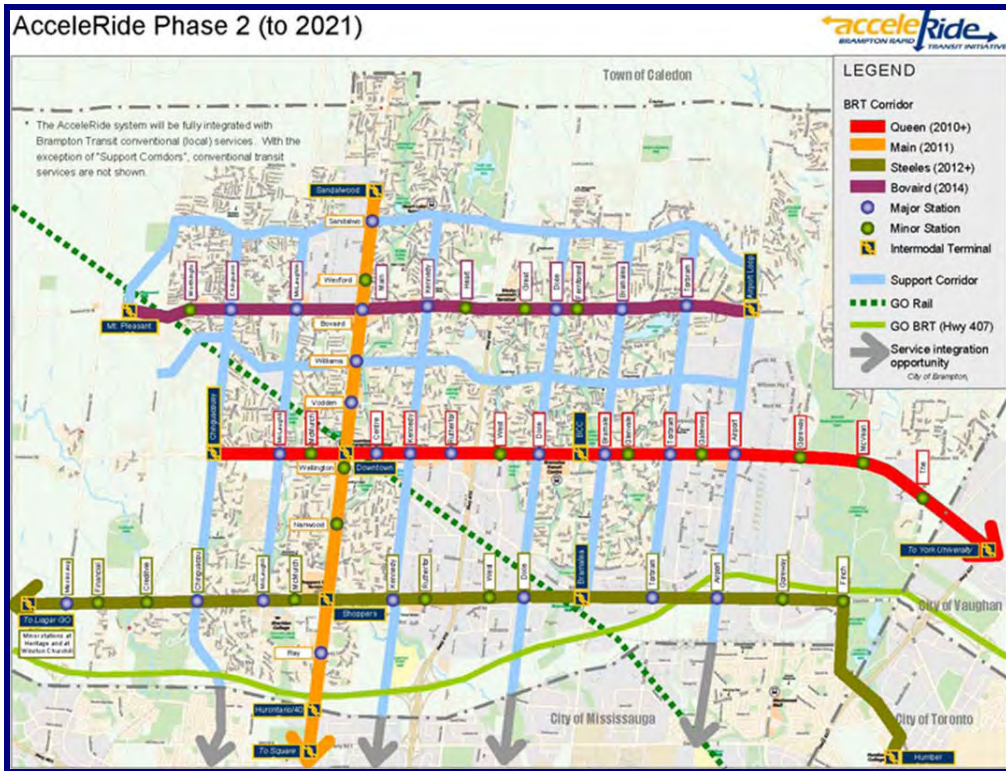
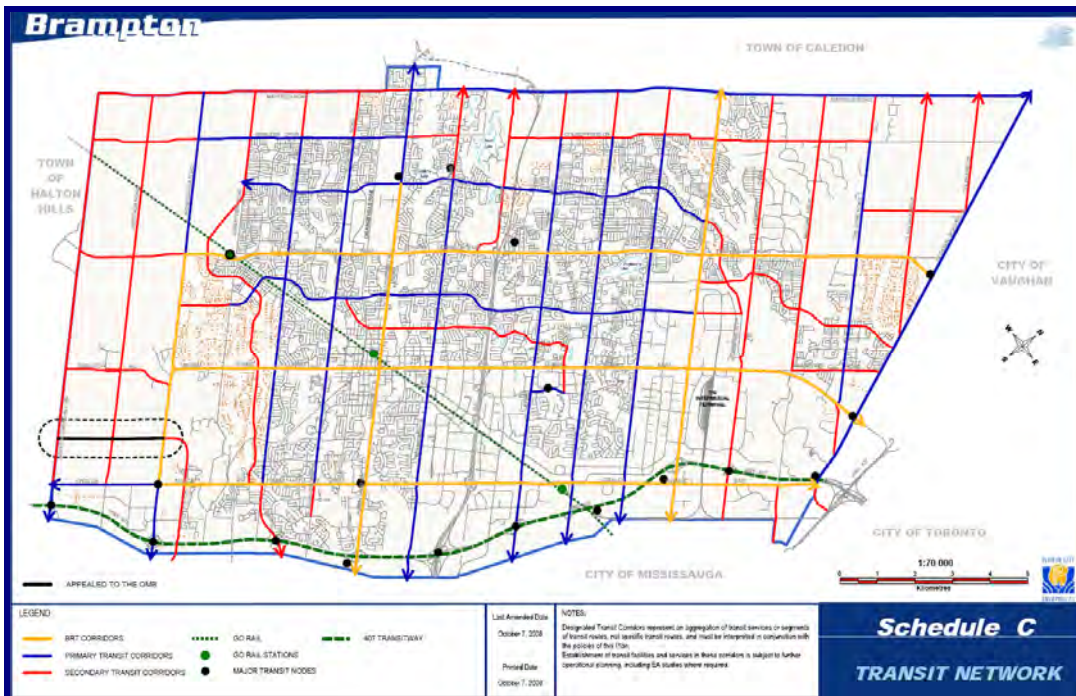


Exhibit 17: 2008 Brampton Official Plan – Schedule C



**Exhibit 17** represents the City's most recent rapid transit network plan approved, as of October 2008, by the Ontario Municipal Board. Schedule C clearly identifies six BRT corridors, of which five are regional:

1. **BovaiRoad:** Mississauga Road. - Regional Road 50 – **(Regional)**
2. **Queen:** Mississauga Road. -York University – **(Regional)**
3. **Steeles:** Mississauga Road. - Humber College – **(Regional)**
4. **Mississauga:** BovaiRoad – Steeles – **(Municipal)**
5. **Main:** Sandalwood – Lakeshore – **(Regional)**
6. **Airport:** Mayfield – Derry – **(Regional)**

It should be noted that Schedule C was approved by Brampton Council in October. With the subsequent approval of Schedule C by the OMB in October 2008, the Province recognizes BovaiRoad as a regional transit line.

### 3.3.2 Conclusion 1: Two Regional Rapid Transit Lines

Mount Pleasant Village Mobility Hub will facilitate connections for 3 rapid transit lines:

1. GO Georgetown Regional Rail
2. BovaiRoad AcceleRide
3. Mississauga BRT

Of these three rapid transit lines, two are regional; GO Georgetown and BovaiRoad AcceleRide. **Exhibit 18** defines the characteristics of the two AcceleRide corridors that connect to Mount Pleasant Village Mobility Hub in 2031.

#### **Exhibit 18: Characteristics of AcceleRide BRT that Connect to Mount Pleasant**

<b>ACCLERIDE</b>	<b>SERVICE</b>	<b>RIGHT OF WAY</b>	<b>FREQUENCY</b>
<b>BovaiRoad*</b>	Regional	<ul style="list-style-type: none"> <li>• Mississauga to 50: Partially-Dedicated</li> </ul>	<ul style="list-style-type: none"> <li>• 5-10 min</li> </ul>
<b>Mississauga</b>	Municipal	<ul style="list-style-type: none"> <li>• BovaiRoad to Steeles: Partially-Dedicated</li> </ul>	<ul style="list-style-type: none"> <li>• 5-10 min</li> </ul>

\* BovaiRoad AcceleRide corridor connects directly to Hurontario / Main AcceleRide corridor.

### 3.3.3 Criteria 2: 5,000 or More Boardings / Alightings in AM Peak

#### **IN 2031, MOUNT PLEASANT VILLAGE MOBILITY HUB WILL FACILITATE ACCOMMODATE 6,200 COMBINED BOARDINGS AND ALIGHTINGS IN THE MORNING PEAK PERIOD**

In Appendix C of the Mobility Hubs Backgrounder, Mount Pleasant is shown generating 3,100 combined boardings and alightings in the AM Peak in 2031. **Exhibit 19** compares Metrolinx's 2031 estimates for Mount Pleasant and Georgetown to actual 2006 figures. The exhibit suggests that Georgetown GO Station will attract more GO Transit rail trips in 2031 than Mount Pleasant GO Station.

**Exhibit 19: GO Transit Rail Boardings<sup>20</sup>**

GO STN	2006 (TTS)	DIST.	2031 (METROLINX)	DIST.	GROWTH %
Mount Pleasant	743	54%	3,100	60%	417%
Georgetown	630	46%	4,700	40%	746%

This is not intuitive, as Mount Pleasant today in its pre-development stage attracts more trips than Georgetown. With the expected growth in the Mount Pleasant area, this suggests that the figures identified by Metrolinx for Mount Pleasant in Appendix C of the “Backgrounders: Mobility Hubs” should be reviewed.

To ensure accuracy, a modelling exercise was conducted for Mount Pleasant using the current EMME / 2 Brampton Transit and Transportation Plan (TTMP) model. Two scenarios were modelled:

1. Draft RTP
2. Draft RTP with AcceleRide.

**3.3.3.1 Draft RTP Scenario**

The Brampton TTMP model was coded using the assumptions provided in Appendix C of the “Backgrounders: Modelling” report. These assumptions as they pertain to Mount Pleasant are listed in **Exhibit 20**.

**Exhibit 20: Draft RTP Scenario: 2031 Network Characteristics**

TRANSIT	NETWORK	FREQUENCY	SPEED
GO Transit Rail	Brampton to Union Station	20 minute	80 km / hr
GO Transit Rail	Georgetown to Brampton GO	20 minute	50 km / hr
GO Transit Bus	Based on 2008 routes	As is	25 km / hr
AcceleRide	Queen as shown in Draft RTP	5 minute	30 km / hr
AcceleRide	Main as shown in Draft RTP	5 minute	30 km / hr
Brampton Transit	Based on 2008 routes	As is	20 km / hr

With respect to GO Transit Rail, the mode split in the Mount Pleasant area is forecasted at 11%<sup>21</sup> in 2031 which represents a 100% growth rate over 25 years. This is a conservative estimate as Georgetown GO Station’s GO mode split grew 100% over 5 years (1996-2001). Based on these assumptions, Mount Pleasant is forecasted to facilitate 5,700 boardings / alightings in the AM peak period, as shown in **Exhibit 21**.<sup>22</sup>

<sup>20</sup> Essentially these are boardings as there is little reverse flow.

<sup>21</sup> As provided to GO Transit and the City of Brampton by Peter Dalton.

<sup>22</sup> Of note, the population and employment densities used for northwest Brampton do not reflect the recent projections as identified in the discussion about Criteria 3. This has been consciously done to replicate the Draft RTP model as closely as possible.

**Exhibit 21: Draft RTP Scenario: 2031 BoaRoadings / Alightings Characteristics**

TRANSIT	BOAROADINGS	ALIGHTINGS	TOTAL
GO Rail	5,470	1	5,471
Brampton Transit / AcceleRide / GO Bus	170	63	233
<b>TOTAL</b>	<b>5,640</b>	<b>64</b>	<b>5,704</b>

This is 2,600 more combined boaRoadings / alightings (AM peak in 2031) more than Metrolinx identifies for Mount Pleasant and 700 more than the criteria of 5,000 without considering AcceleRide.

**3.3.3.2 Draft RTP with AcceleRide Scenario**

The “Draft RTP with AcceleRide” scenario applies the same assumptions that were applied to the Draft RTP scenario, plus the inclusion of AcceleRide as identified in Schedule C of Brampton’s Official Plan (illustrated in **Exhibit 17**). These assumptions are listed in **Exhibit 22**.

**Exhibit 22: TTMP Model – Draft RTP with AcceleRide Inputs for AM Peak in 2031**

TRANSIT	NETWORK	FREQUENCY	SPEED
GO Transit Rail	Brampton to Union Station	10 minute	80 km / hr
GO Transit Rail	Georgetown to Brampton GO	20 minute	50 km / hr
GO Transit Bus	Based on 2008 routes	As is	25 km / hr
AcceleRide	Queen: as per Draft RTP	3 minute	40 km / hr
AcceleRide	Main: as per Draft RTP	3 minute	40 km / hr
AcceleRide	BovaiRoad: as per Schedule C	10 minute	30 km / hr
AcceleRide	Mississauga: as per Schedule C	10 minute	30 km / hr
AcceleRide	Steeles: as per Schedule C	5 minute	30 km / hr
AcceleRide	Airport: as per Schedule C	10 minute	30 km / hr
Brampton Transit	Based on 2008 routes	As is	20 km / hr

These assumptions generate 6,200 combined boaRoadings / alightings in the AM Peak in 2031 as shown in **Exhibit 23**.

**Exhibit 23: TTMP Model - Draft RTP AM BoaRoadings / Alightings in 2031**

TRANSIT	BOAROADINGS	ALIGHTINGS	TOTAL
GO Rail	5,478	0	5,478
Brampton Transit / AcceleRide / GO Bus	474	283	757
<b>TOTAL</b>	<b>5,952</b>	<b>283</b>	<b>6,235</b>

### 3.3.4 Conclusion 2: 6,200 Boardings / Alightings in AM Peak

In conclusion, the Brampton TTMP model generates 6,100 boardings / alightings in the AM peak at Mount Pleasant Mobility Hub when the Draft RTP scenario is coupled with all of AcceleRide. This is 1,200 more than the combined boarding / alighting criteria of 5,000.

If the more recent and refined land use information and population / employment forecasts for Mount Pleasant Village and the Mount Pleasant Secondary Plan Area are assumed, then this number would be expected to exceed even the 6,200 estimated boardings and alightings.

### 3.3.5 Criteria 3: 10,000 People / Jobs within 800 Metres

#### **IN 2031, MOUNT PLEASANT VILLAGE MOBILITY HUB IS WITHIN 800 METRES OF 15,800 PEOPLE / JOBS**

In Appendix C of the Mobility Hubs Backgrounder, Mount Pleasant is identified as being within 800 metres of 4,800 people and jobs. In the absence of detailed information in both the Mobility Hubs and Modelling Backgrounders, it is difficult to review the assumptions used to generate this figure. This is of concern because Mount Pleasant Village Mobility Hub is in its infancy today. This means that standard growth rates for growing communities are more susceptible to error.

A much more accurate estimate of the number of people and jobs within the 800 metre service area around Mount Pleasant Village Mobility Hub must be calculated using detailed City information.

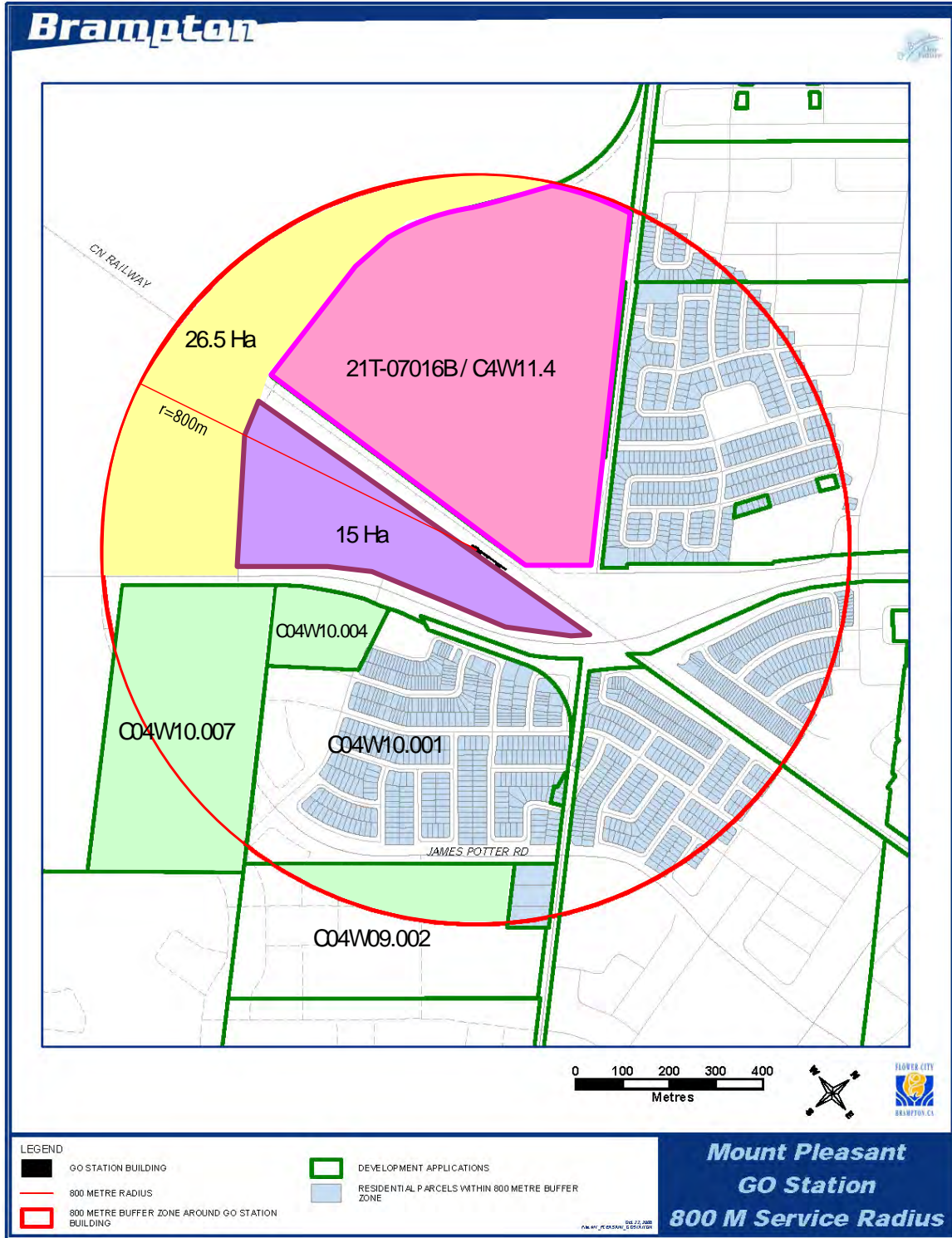
#### **3.3.5.1 Forecast Methodology and Results**

The estimate of persons and jobs within 800 metres of the Mount Pleasant Village Mobility Hub is based on existing and projected residential units and commercial GFA, drawn from the City's GIS and PlanTrak databases, and from the draft plan for Mount Pleasant Village itself. Where an employment use GFA has not yet been determined (eg., mixed use zone in Mount Pleasant Village south of the CNR), a target of 100 persons / jobs per gross hectare was applied, with a 60 / 40 residential / employment split.

A uniform PPU was applied to the residential units according to Secondary Plan Area, based on information from Hemson's work on the City's growth forecast. For the 25.6 Ha area that falls within SPA 51, an assumption of 50 persons / jobs per gross hectare has been applied, consistent with the target for the Mount Pleasant Community. The 2021 and 2031 horizons are consistent with the Metrolinx 15- and 25-year Plans.



Exhibit 24: Mount Pleasant: 800 metre Service Area



As shown in **Exhibit 25**, Mt. Pleasant Village Mobility Hub will have 14,664 people and 1,127 jobs for a total of 15,791 people / jobs within 800 metres, in 2031.

### Exhibit 25: Mount Pleasant Village Mobility Hub: People / Jobs within 800 metres

RESIDENTIAL POPULATION WITHIN 800m OF MT. PLEASANT STN					2031	
AREA DESCRIPTION	SPA	MAP REFERENCE	UNITS / AREA (Ha)	Density (gross Ha)	POP	
Total existing/approved units (2008)	44,45		1,463	3.39	4,960	
N. of Bovaird, west of realigned Cr	51		25.6	50	1,280	
Draft plan applications S. of Bovaird	45		868	3.39	2,942	
Mount Pleasant Village (north of Cr)	44		1,317	3.48	4,583	
Mount Pleasant Village (south of Cr)	44		15.0	100	900	
<b>RESIDENTIAL TOTAL</b>					<b>14,664</b>	
EMPLOYMENT POPULATION WITHIN 800m OF MT. PLEASANT STN					2031	
			GFA (m <sup>2</sup> ) / AREA (Ha)	m <sup>2</sup> per EMP / Density (gross Ha)	EMP	
Draft plan application S. of Bovaird	45		10,400	40	260	
Mount Pleasant Village (north of Cr)	44		9,664	36	267	
Mount Pleasant Village (south of Cr)	44		15.00	40	600	
<b>EMPLOYMENT TOTAL</b>					<b>1,127</b>	
<b>TOTAL PROJECTED POP/EMP WITHIN 800m</b>					<b>15,791</b>	
Current draft OPA for Mt. Pleasant Village is proposing a density target of 100 persons/jobs per gross hectare. 60/40 split of people/jobs was assigned for analysis purposes only. Exact residential vs employment split is still to be determined.						

### 3.3.6 Conclusion 3: 15,800 People / Jobs within 800 metres

In conclusion, Mount Pleasant Village Mobility Hub will have 15,800 people and jobs within 800 metres. This is 5,800 more people and jobs than the 10,000 criteria.

### 3.3.7 Mount Pleasant Meets all 3 Gateway Criteria

The Metrolinx Draft Regional Transportation Plan (RTP) defines Gateway Hubs as major transit station areas that are:

- **Criteria 1:** Located at the interchange between two or more current or planned regional rapid transit lines as identified in the Draft RTP.
- **Criteria 2:** Have 5,000 or more forecasted combined boardings and alightings (in the morning peak period).
- **Criteria 3:** Have current or planned densities of at least 10,000 people and jobs combined within 800 metres.

The Mount Pleasant Village Mobility Hub, as shown in the proceeding sections, generates the following results:

- **Conclusion 1:** Located at the interchange of **2 regional rapid transit lines**.

- **Conclusion 2: 6,200 combined boardings and alightings** (in the morning peak period) in 2031.
- **Conclusion 3: 15,800 people and jobs** combined within 800 metres in 2031.

Therefore, the Mount Pleasant Village Mobility Hub exceeds all of the established criteria for Gateway Hubs as defined in “Backgrounders: Mobility Hubs”. The fact that the Mount Pleasant Village Mobility Hub meets the gateway criteria when compared to other approved gateways, reinforces the importance and need for the Mount Pleasant Village Mobility Hub. Mount Pleasant generates greater numbers than 6 currently identified gateways as shown in **Exhibit 26**.

#### **Exhibit 26: Mount Pleasant Village Mobility Hub: Better than 6 Gateways**

<b>GATEWAY</b>	<b>CRITERIA 1</b>	<b>CRITERIA 2</b>	<b>CRITERIA 3</b>
Mount Pleasant	2	6,200	15,800
Downtown Burlington	1	1,400	15,000
Malvern Town Centre	2	3,000	14,000
Mohawk James	2	5,200	10,000
Newmarket GO	2	600	11,000
Port Credit GO	2	6,000	7,000
Seaton	3	6,000	5,100

### 3.4 Provincial Growth Plan

The proposed framework plan for the Mount Pleasant Community is consistent with the provincial interests, as set out in the Provincial Growth Plan.

The community design concepts for the Mount Pleasant Village Mobility Hub suggest the intensification and redevelopment of the existing GO station surface parking lot to commercial / retail uses and decked parking. The centrepiece of the Mount Pleasant Village Mobility Hub community will be the Mount Pleasant GO Station precinct, that will include a mixed-use area, focusing on integrated economic, residential, employment, civic, cultural, recreational and transportation uses. Other elements such as upgraded landscaping and hardscaping treatments will not only make this gateway a multi-modal transportation interface, but a community meeting place as well, thus serving as a focal point for investment in region-wide public services.

As a transit-supportive community centred around the Mount Pleasant GO station and designed with transit-oriented development principles, the Mount Pleasant Village Mobility Hub will support and accommodate major regional and local transit infrastructure.

The framework concept for the Mount Pleasant Village Mobility Hub will be designed to deliver approximately 79 people and jobs per net hectare, which exceeds the Provincial Growth Plan minimum of 50 residents and jobs per hectare of development outside of the built boundary. The entire Mount Pleasant Secondary Plan Area will be designed to accommodate more than 43,000 residents and approximately 3,100 jobs, thus accommodating a significant share of population and employment growth in the City of Brampton and Greater Toronto Area.

Based on these design concepts and proposed planning framework, the Mount Pleasant Village Mobility Hub therefore supports the interests of the Provincial Growth Plan.

### 3.5 Regional in Nature

Building upon the planning principles and concepts identified earlier, the Mount Pleasant Village Mobility Hub will be developed as a mixed-use area, focusing on a variety of land uses. The community will serve as a focal point for the investment in region-wide public services and will accommodate approximately 1,800 jobs. The gateway is therefore expected to have a “regional draw”, attracting workers not only from the City of Brampton, but also from various adjacent municipalities such as Mississauga, Caledon, Georgetown, York Region and the City of Toronto.

The availability of multiple regional rapid transit lines from adjacent municipalities, converging at the Mount Pleasant Village Mobility Hub, will allow for convenient regional transit access to the area, thus allowing the gateway to function as both a local and regional centre.

### 3.6 Inter-regional Connections

Numerous inter-regional connections will be available at the Mount Pleasant Village Mobility Hub, some of which have already been defined in this Chapter. The Mount Pleasant Village Mobility Hub is already served by GO Transit’s existing inter-regional Georgetown GO Rail line. AcceleRide bus rapid transit services planned along BovaiRoad Drive will also terminate at the Mount Pleasant GO Station. The bus rapid transit network planned for the City of Brampton will provide other inter-regional connections along major corridors such as Main Street and Hurontario Street, Queen Street, Steeles Avenue and Mississauga Road, all of which provide service to adjacent municipalities such as Mississauga, York Region and the City of Toronto.

The Mount Pleasant Village Mobility Hub is also easily accessible by the surrounding arterial road network including major arterials such as BovaiRoad Drive, Mississauga Road and Creditview Road. The surrounding arterial road network provides direct links to other destinations within Brampton and adjacent municipalities, including Mississauga, Caledon and Georgetown. The arterial road network also connects to Highway 410, Highway 407 and Highway 401, all of which serve various municipalities throughout the Greater Toronto Area and Southern Ontario, providing the opportunity for multiple inter-regional connections.

### 3.7 Integrated Transit Land-Use

The Mount Pleasant Village Mobility Hub is being designed as a transit-oriented community. As such, there is a direct correlation between transit and land-use planning.

The Mount Pleasant GO Station is already in operation, and additional public transit will be introduced into the gateway area, even before it has been fully developed, providing service to the first residents and workers in the community. As additional development occurs, future transportation infrastructure in the Mount Pleasant Village Mobility Hub will include a comprehensive network of roads and pathways that will be designed to encourage alternative modes, such as walking, cycling, and public transit. A “transit spine” will be a key element of the Mount Pleasant Village Mobility Hub and carried beyond through the rest of the Mount Pleasant Community and will enable frequent and reliable public transit service that is easily accessible to the surrounding community of 43,000 people, and serve not only the catchment area within 800m. The transit spine will offer a high level of transit service that will ultimately connect the Mount Pleasant Village Mobility Hub and surrounding area to the multi-modal hub at the Mount Pleasant GO Station. Higher concentrations of residential and commercial densities are planned adjacent to the transit spine to increase transit use and support higher levels of service.

A host of ITS features proposed throughout the community, will facilitate effective transit operations and enhance the transit customer experience through such features as Variable Message Signs (VMS) at shelters, and information kiosks at the transit hub. Communication features will enable customers to use their personal technologies to make informed trip-planning decisions.

High-density development, which is essential in oRoader for higher-oRoader transit services to operate effectively, will be concentrated around the Mount Pleasant GO station and along transit corridors throughout the community. The incorporation of these transit-supportive measures into the community design clearly illustrate the integration of public transit and land use planning within the Mount Pleasant Village Mobility Hub.

### 3.8 Changes Travel Behaviour

Traditional “suburban” development found throughout the 905 region, commonly referred to as “urban sprawl” exhibits land-use characteristics such as low-density, single-use zoning and auto-dependent communities. As a result, the majority of travel in the 905 region is made by private automobile trips. Due to the traditional suburban land practices used, often times, the automobile is the only feasible travel mode for local and inter-regional trips, since the origins and destinations of these trips are often scattered and distant.

Developments like the Mount Pleasant Village Mobility Hub will help to change this travel behaviour by developing a community in such a way that non-auto transportation modes are feasible.

The Mount Pleasant Village Mobility Hub will be designed as a pedestrian-friendly community founded on the principles of transit-oriented development. The purpose for this design will be to reduce the overall number of private automobile trips made by maximizing opportunities for alternative modes, particularly the role and effectiveness of public transit.

The availability of local and regional transit services in the community will give residents the option of using transit for local and inter-regional trips. The high-density and mixed-use development, including live-work opportunities proposed in the Mount Pleasant Village Mobility Hub area will reduce the distances between origins and destinations within the community, allowing for walking and cycling trips between different areas of the Gateway. Additionally, with development centred on the Mount Pleasant GO station, inter-regional travellers arriving by transit to be within walking distance of destinations within the Mount Pleasant community, further reducing auto-dependency.

The provision of pedestrian-friendly amenities in the area along with convenient access to public transit will make the Mount Pleasant Village Mobility Hub a multi-modal community that is not strictly dependent on the automobile for travel within the community, or to other inter-regional destinations. By providing transportation options to residents and visitors of the Mount Pleasant community, residents will have multiple options for how they choose to travel and will not be strictly dependent on the automobile. This represents a change in traditional travel behaviour in the 905 region, a change that is supported by developments such as the Mount Pleasant Village Mobility Hub.

### 3.9 Sustainability

Sustainability, when applied to development, can be defined as a pattern of development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

The Mount Pleasant Village Mobility Hub will be designed around the principles of environmental sustainability, distinct from other planned developments in the Greater Toronto Area. The planning framework proposed for the Mount Pleasant Community and gateway area includes promoting development that is environmentally sustainable, supportive of public transit and oriented to pedestrians.

The Mount Pleasant Village Mobility Hub is planned as a compact community, designed specifically to accommodate its expected population within a pre-defined boundary. This will limit future environmental impacts to the surrounding area. The presence of mixed-use developments including residential, commercial, institutional and recreational land uses for example, will allow the Mount Pleasant Village Mobility Hub area to function as a self-sustaining community, while also having a regional draw.

Convenient access to public transit along with the availability of alternative non-auto travel options throughout the community will reduce auto-dependency and limit the future production of harmful greenhouse gas emissions. The development model proposed for the Mount Pleasant Village Mobility Hub is being developed as a template for “Greenfield” development that will be applied in new communities in Brampton, as well as other communities throughout the GTA.

### 3.10 Funding

Now is the time to commit funds for Mount Pleasant Village Mobility Hub as the costs for both the City and Metrolinx are relatively low in comparison to what it may be in the future.

**For the City**, immediate funding is exceptionally important. Without this funding for higher oRoader transit, development may proceed, but provisions for roads will be needed to accommodate additional auto travel from the growing population.

**For Metrolinx**, immediate funding of Mount Pleasant Village Mobility Hub is clearly more economical today than it will be in the future. This is seen with the current investment strategy and the high cost of building experienced in built up areas across the GTHA.

The total investment for Mount Pleasant Gateway is \$68.6 million of which \$23 million in funding is being requested of Metrolinx, as shown in **Exhibit 27 and Exhibit 28**. A further \$22M is also needed for a proposed underpass grade separation of Creditview Road at the CNR crossing. This additional cost remains “undefined” pending completion of the City’s 2009 Development Charges review.

#### **Exhibit 27: Mount Pleasant Village Mobility Hub Implementation Requirements**

Transit & Transportation infrastructure	\$ 29.8 M
Civic Square & Village Green	\$ 2.9 M
Other Enhanced pedestrian amenities	\$ 3.9 M
CNR structure	\$ 32.0 M
<b>TOTAL</b>	<b>\$ 68.6 M</b>

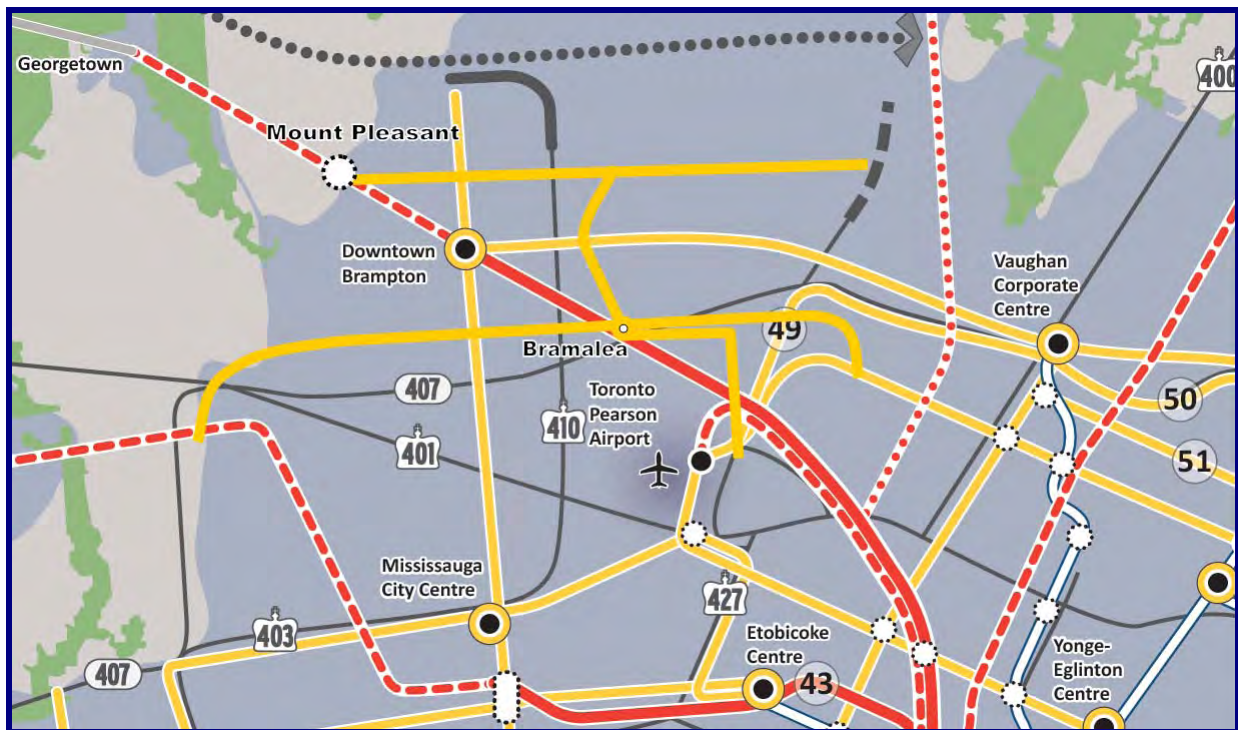
#### **Exhibit 28: Mount Pleasant Village Mobility Hub funding sources**

Development Approvals	\$ 14.1 M
Potential Developer Cost Share	\$ 2.1 M
City Tax base	\$ 7.4 M
<b>Metrolinx</b>	<b>\$ 23.0 M</b>
CNR Structure	\$ 22.0 M
<b>TOTAL</b>	<b>\$ 68.6 M</b>

## 4. STEELES ACCELERIDE

The City of Brampton has identified Steeles Avenue as a higher-order rapid transit corridor with AcceleRide BRT services proposed along its length. Steeles Avenue is a major east-west road parallel to Queen Street in the southern area of the City as shown in **Exhibit 29**. Steeles Avenue serves major employment, industrial, institutional, residential and commercial areas in south Brampton, and in adjacent municipalities, including the City of Toronto and the City of Mississauga.

### Exhibit 29: Steeles AcceleRide



Steeles AcceleRide connect to major employment centres such as Shoppers World, major employment and industrial areas in south Brampton, the Georgetown GO Rail line at Bramalea GO Station, Humber College in the City of Toronto as well as major development and employment areas in northwest Mississauga such as the 404 / 407 employment land and the Meadowvale community.

Transit ridership along Steeles Avenue is already high, with buses experiencing full-capacity during peak hours. The Steeles service currently runs on six-minute peak period headways, second only to the five- minute headways provided on Queen Street.



AcceleRide BRT services proposed along Steeles Avenue will operate between the Lisgar GO Station in the City of Mississauga and Humber College in the City of Toronto, providing service through Brampton along Steeles Avenue. The route will serve major locations such as Shoppers World, Sheridan College, major employment and industrial areas in south Brampton as well as the 401 / 407 employment lands in Mississauga. Connections will also be provided to other transit services such as the AcceleRide BRT services on Hurontario Street, the Milton GO Rail line at Lisgar GO Station, the Georgetown GO Rail line at the Bramalea GO station, the Finch West LRT at Humber College, as well numerous Toronto Transit Commission (TTC) and Mississauga Transit routes.

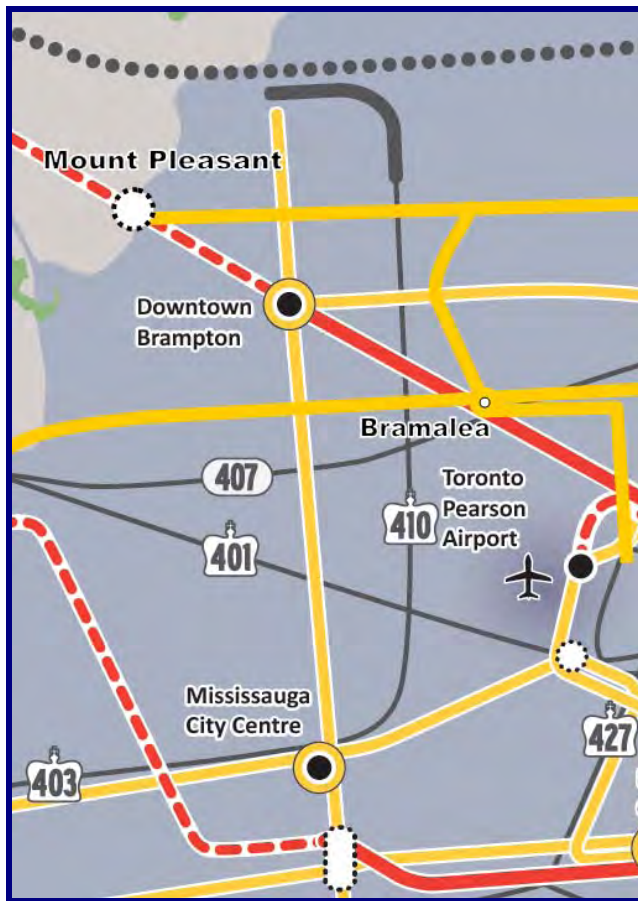
Steeles Avenue is a key transit corridor, not only as part of the City's AcceleRide network, but also as part of the regional transit network for the GTA as it would provide a rapid-transit link between the City of Brampton and major regional development areas in adjacent municipalities.

The provision of funding for the Steeles Avenue AcceleRide BRT line would allow for future ridership demands along Steeles Avenue to be accommodated, and would provide an important local and regional rapid-transit transit link between south Brampton, the City of Mississauga and the City of Toronto.

## 5. BRAMALEA-AIRPORT ACCELERIDE

A north-south AcceleRide line, as shown in **Exhibit 30**, that would connect Bramalea City Centre and the Bramalea GO Station to Pearson Airport and the planned major transit hub in the area is not in the AcceleRide program and does need new funding. This link was included in Brampton's "Quick-Win" request and remains a high priority, especially in light of the high number of trip demands between Brampton and the Airport and the strategic benefits of linking the Airport and its proposed major transit hub to the full Brampton BRT network and should also be included in the plan. Given its potential to serve one of the most concentrated employment areas in the GTHA, this link should be recognized in the RTP as a regional transportation link and a candidate for future Metrolinx funding.

### Exhibit 30: Bramalea-Airport AcceleRide

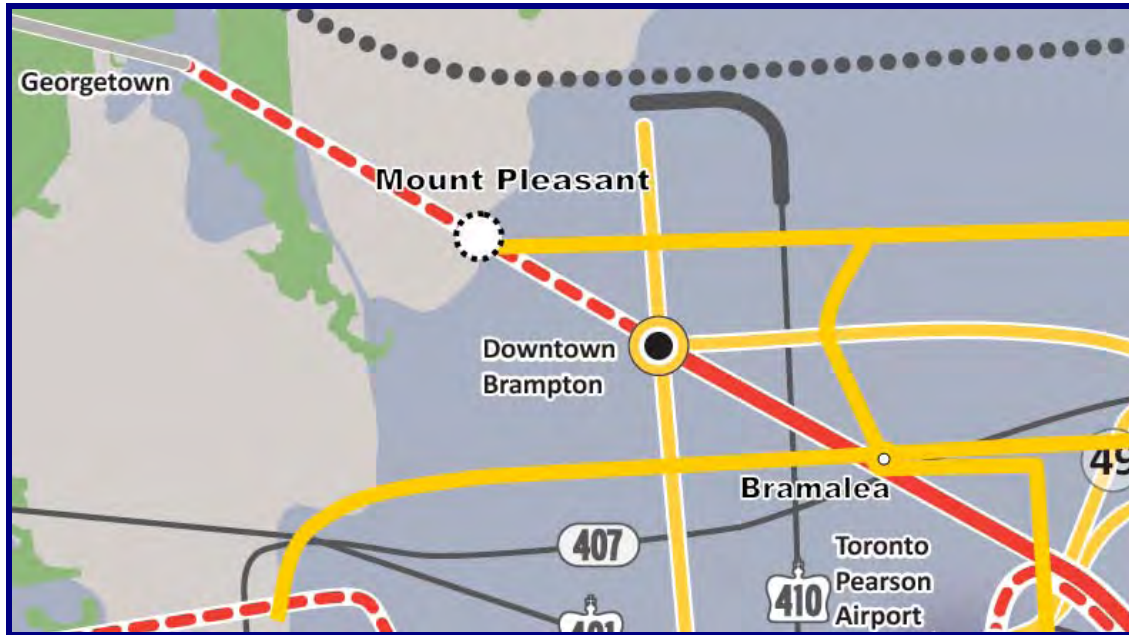


## 6. DOWNTOWN BRAMPTON MOBILITY HUB

The Downtown Brampton Anchor Hub is a critical node for the proposed regional transit network identified in the Draft RTP. The hub is strategically located in Downtown Brampton adjacent to the existing Brampton GO Station. This location is a major development node, as shown in **Exhibit 31**, for the City, and will provide an interchange between three major transit lines:

1. The existing Georgetown GO Rail line, which provides inter-regional service between Brampton and Toronto.
2. Proposed bus rapid transit services on Main Street / Hurontario Road, providing north-south service through Brampton and into Mississauga.
3. Proposed bus rapid transit services on Queen Street, providing east-west service through Brampton and into York Region.

**Exhibit 31: Downtown Brampton Mobility Hub**



Numerous additional local transit routes would also utilize the hub. This strategic location allows for direct transit access between the hub and other urban growth centres and employment areas throughout Brampton and the GTA such as the Brampton North 407 employment area, downtown Mississauga, the Vaughan Corporate Centre, Pearson Airport and Downtown Toronto. There is great potential for the Downtown Brampton Anchor hub to further develop as a major transportation node.

However, its success is dependent on the development of other major hubs within the City, including the Mount Pleasant Village Mobility Hub.

The central location of the Downtown Brampton hub allows it to function as an intercept point for trips originating from the north-western areas of the City and beyond, destined to Toronto, Mississauga or York Region. The location also serves as a major transfer point between three main rapid transit lines, and other local transit routes. Therefore, there is little doubt that this hub will receive high volumes of pedestrian traffic as it continues to develop and mature.

Forecasts from the Draft RTP predict 33,000 AM Peak period boardings and alightings at the Downtown Brampton Anchor Hub by 2031. The need to expand the existing facilities at the Downtown Brampton Terminal and GO station to accommodate future demands will become necessary. However, because the hub is located in an already built-up area, there are limited opportunities for expansion. Although convenient transit access is emphasized for this hub, there will still be a need to accommodate future parking demands at the station, but additional parking opportunities in downtown Brampton are limited. This is where the importance of the Mount Pleasant Village Mobility Hub comes into play.

Both Downtown Brampton and the Mount Pleasant Village Mobility Hub are essential to accommodate population and employment growth expected in the City of Brampton over the next 30 years and beyond. In accordance with the Growth Plan, significant growth must be accommodated in Brampton both within the City's current built boundary and outside of it, in designated urban areas.

The Mount Pleasant Village Mobility Hub is located northwest of the Downtown Brampton Anchor hub, in a location that can intercept trips from the northwest areas of the City and beyond that would otherwise be destined to Downtown Brampton.

The Mount Pleasant Village Mobility Hub can therefore act as a "reliever" for the Brampton Anchor hub, providing an alternate connection to the Regional transit network from the northwest. The Mount Pleasant Village Mobility Hub would also allow for more convenient transit access to the northwest areas of the City. Since there are limited opportunities to expand the Downtown hub, the Mount Pleasant Village Mobility Hub can accommodate some of this residual demand. Although there will be an emphasis on convenient transit access to the Mount Pleasant hub, there will still be an increased parking demand at Mount Pleasant as the area develops, especially considering that limited parking options will be available in Downtown Brampton. The opportunity exists at Mount Pleasant to provide decked parking adjacent to the Mount Pleasant GO Station. The Mount Pleasant Village Mobility Hub is centred around the Mount Pleasant GO Station which is also located on the Georgetown GO rail line, one stop west of the Brampton GO Station. Therefore, a direct rapid transit link between the Mount Pleasant Village Mobility Hub and the Downtown Brampton Anchor hub would be available.

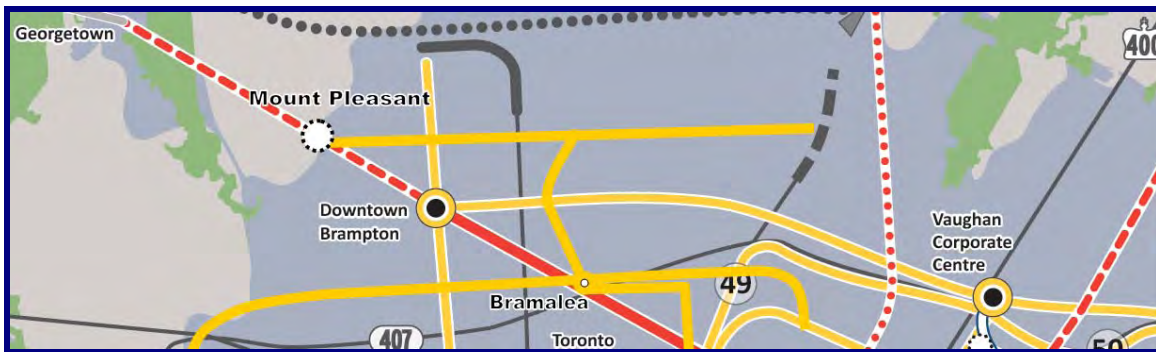
Both the Downtown Brampton Anchor hub and the Mount Pleasant Village Mobility Hub are key transportation hubs for the proposed regional transit network in the GTA. Both hubs are required to accommodate future population and employment growth in the City of Brampton and the success of each hub is dependent on one another.

## 7. QUEEN ACCELERIDE

Funding is identified by Metrolinx for AcceleRide BRT services along Queen Street will allow for the City to accommodate transit ridership growth throughout the corridor, and support the development goals for Queen Street and Brampton's Central Area.

Queen Street is the main east-west corridor in the City of Brampton providing a direct connection between Downtown Brampton, the Georgetown GO Rail line at the Brampton GO Station, the Bramalea City Centre and major residential, commercial and employment areas in the eastern and western parts of the City. Queen Street also provides a regional link into York Region, connecting to major development areas such as the proposed Vaughan Corporate Centre and York University as shown in **Exhibit 32**.

### Exhibit 32: Queen AcceleRide



The City of Brampton has identified Queen Street as a major east-west transit-priority corridor, with the vision transforming Queen Street into a transit-supportive, urban avenue that includes a mix a high-density, residential, employment and commercial land uses with a pedestrian-friendly environment.

Transit ridership is already high along Queen Street, and will increase with future development and intensification along the corridor.

AcceleRide BRT services along Queen Street will allow for more efficient, fast, reliable and frequent rapid transit service along Queen Street and will further define Queen Street as a transit-priority corridor. AcceleRide will also support the City's development goals for the Brampton Central Area by providing transit-supportive high-density development throughout the corridor.

The provision of funding for AcceleRide BRT services along Queen Street support the City's objectives for the corridor and will allow the City to establish Queen Street as a transit-priority corridor. The Queen Street AcceleRide line will provide a major east-west rapid transit route that connects to major development areas and urban centres in Brampton, York Region and the GTA, while supporting the City's ultimate vision for the Queen Street.

## 8. MAIN ACCELERIDE

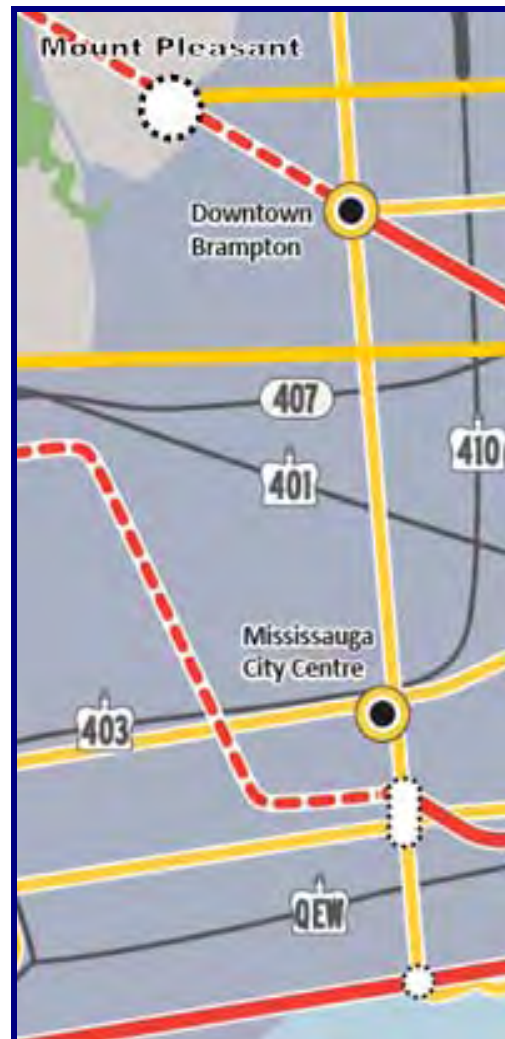
Funding is identified by Metrolinx for the Main / Hurontario Street AcceleRide corridor will be extremely beneficial to the City of Brampton and GTA. The Main / Hurontario Street corridor is a heavily traveled north-south transit corridor in the City of Brampton linking major destinations such as Downtown Brampton, the Georgetown GO Rail line at the Brampton GO Station, a future mobility hub, Shoppers World, Heart Lake and major development areas to the north of the City. This corridor is also important from a regional perspective as it also connects directly to major destinations in the City of Mississauga such as Square One, the Mississauga City Centre and Port Credit as well as the Lakeshore and Milton GO Rail lines as shown in **Exhibit 33**.

The City of Brampton has designated Main and Hurontario Street's as transit-priority corridors. The vision for Main and Hurontario Street is to develop appropriate land use and urban design policies that will support rapid transit service throughout the corridor.

Ridership along this corridor is steadily increasing and, as the City grows, ridership is expected to increase further. AcceleRide bus rapid transit (BRT) services along Main and Hurontario Street will allow for more efficient, reliable, fast and frequent transit service along this busy route to better accommodate future demands. AcceleRide will also support the City's land use, urban design policies and development goals for the corridor by providing transit-supportive development along Main and Hurontario Street.

The identification of funding for the Main / Hurontario Street AcceleRide BRT line will allow the City of Brampton to accommodate future ridership demands through the corridor, provide rapid transit connections between major development areas in the City of Brampton, Mississauga and the GTA, and achieve the ultimate vision for Main and Hurontario Street.

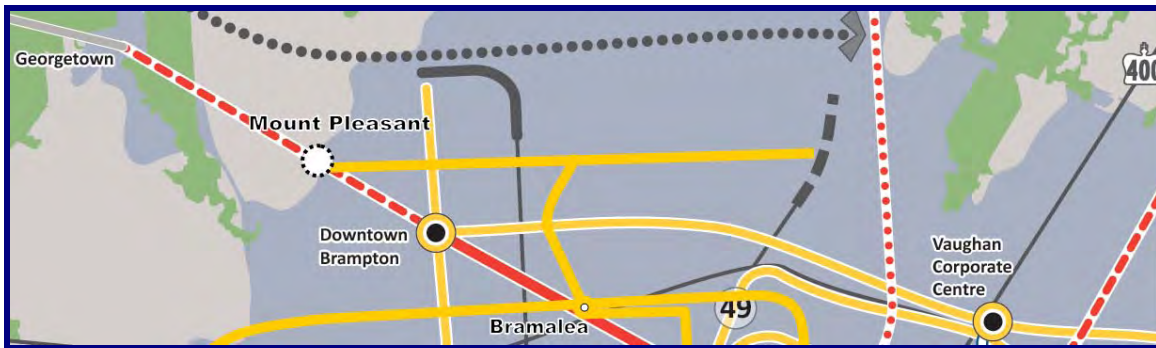
**Exhibit 33: Main AcceleRide**



## 9. BOVAIROAD ACCELERIDE

A BovaiRoad Drive AcceleRide corridor is included in the current AcceleRide funding, and extends from Mount Pleasant GO Station to the vicinity of Bramalea Road or Airport Road (extension options beyond, not funded, are under consideration, possibly connected with the Bramalea-Airport north-south line described next) as shown in **Exhibit 33**. While additional funding is not required for the BovaiRoad corridor, it should be recognized in the RTP as a regional rapid transit line.

### Exhibit 34: BovaiRoad AcceleRide



## 10. CONCLUSION

Metrolinx's Draft RTP is moving in the right direction by acknowledging the need for transit investments to accommodate future transportation needs in the City of Brampton. The seven transit investments proposed in the City of Brampton will be of great benefit to the City and will assist in meeting future local and regional travel demands. However, as important as these investments are, there are other investments in Brampton that will also be required to meet the future travel demands in the City that have not been included in the Draft RTP, specifically, specifically the Mount Pleasant Village Mobility Hub and the Steeles Avenue AcceleRide line.

### 10.1 Mount Pleasant Village Mobility Hub

The City of Brampton is Canada's fastest growing large municipality and is expected to reach a population of 730,000 by 2031 with much of the growth occurring in the northeast and northwest areas of the City. The first phase of development in northwest Brampton is the Mount Pleasant Secondary Plan area, planned to accommodate approximately 47,000 people and jobs at full buildout. The critical first step in developing this area is the development of the Mount Pleasant Village Mobility Hub – located around the Mount Pleasant GO station.

The proposed Mount Pleasant Mobility Hub exceeds the established criteria for mobility hubs outlined in the Mobility Hubs "Backgrounder" to the draft RTP. These criteria include:

- Connecting to two or more regional rapid transit lines
- Accommodating 5,000 or more boardings / alightings in the AM peak period
- Accommodating 10,000 people / jobs with 800 m

The Mount Pleasant Mobility Hub design is also consistent with the interests of the Provincial Growth Plan by incorporating:

- Mixed-Use development and intensification around a major rapid transit line
- Transit-oriented development
- Exceeding the minimum provision for 50 residents and jobs per hectare by providing 79 residents and jobs per hectare
- Accommodating a significant share of population and employment growth in the Greater Toronto Area

Sustainable, transit-oriented, pedestrian-friendly design principles will be incorporated into the community design, supporting environmentally-sustainable design practices and reducing auto-dependency by providing convenient walking, cycling and transit-connections throughout the community.



The Downtown Brampton Anchor Hub is another critical node for the proposed regional transit network identified in the Draft RTP and both the Downtown Brampton Anchor hub and the Mount Pleasant Village Mobility Hub are required to accommodate future population and employment growth in the City of Brampton. However, the success of the Downtown Brampton Mobility Hub is dependent on the construction of the Mount Pleasant Mobility Hub. There are limited opportunities for the expansion of passenger facilities to accommodate passenger growth at the downtown Brampton mobility hub due to the built-up nature of the area. The Mount Pleasant Mobility hub can act as a reliever to the downtown hub by intercepting trips from the northwestern areas of the City and the GTA. The success of the downtown Brampton and the Mount Pleasant mobility hubs are dependent on one another.

Now is the time to commit funds for Mount Pleasant Village Mobility Hub as the costs for both the City and Metrolinx are relatively low in comparison to what it may be in the future. For the City, immediate funding is exceptionally important. Without this funding for higher oRoader transit, development may proceed, but provisions for roads will be needed to accommodate additional auto travel from the growing population. For Metrolinx, immediate funding of Mount Pleasant Village Mobility Hub is clearly more economical today than it will be in the future. This is seen with the current investment strategy and the high cost of building experienced in built up areas across the GTHA.

The total investment for Mount Pleasant Gateway is \$68.6 million of which \$23 million in funding is being requested of Metrolinx.

## 10.2 Steeles AcceleRide

Funding that has been provided for the Queen Street and Main / Hurontario Street corridors will be extremely beneficial to the City of Brampton as they will allow the City to accommodate future ridership demands through these corridors, providing rapid transit connections between major development areas in the City of Brampton, Mississauga and the GTA, and achieve the ultimate development goals for these roads by transforming them into transit-supportive, high-density, pedestrian-friendly corridors.

However, the City of Brampton has also identified Steeles Avenue as an AcceleRide corridor, but no funding has been provided for this route. The Steeles Avenue AcceleRide line is of strategic importance as it would service an inter-regional market serving destinations in Brampton, Vaughan, Toronto, and Mississauga.

Whereas a portion of Steeles Avenue has been included in previous provincial and federal funding commitments as part of the AcceleRide program, it is recommended that the City request that the RTP recognize the important regional role of this corridor, and that it would be appropriate to consider further funding for enhancements in these corridors during the life of the RTP over and above what has been included in the AcceleRide currently funded AcceleRide plan.

### 10.3 Bramalea-Airport AcceleRide

A north-south AcceleRide line that would connect Bramalea City Centre and the Bramalea GO Station to Pearson Airport and the planned major transit hub in the area is not in the AcceleRide program and does need new funding. This link was included in Brampton's "Quick-Win" request and remains a high priority, especially in light of the high number of trip demands between Brampton and the Airport and the strategic benefits of linking the Airport and its proposed major transit hub to the full Brampton BRT network and should also be included in the plan. Given its potential to serve one of the most concentrated employment areas in the GTHA, this link should be recognized in the RTP as a regional transportation link and a candidate for future Metrolinx funding.