Appendix B.5

Socio-Economic Environment Assessment Report
HURONTARIO-MAIN LRT PROJECT
Preliminary Design/TPAP

Socio-Economic Environment Assessment Report
June 2014
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1 Introduction

In support of the Hurontario-Main Light Rail Transit (HMLRT) Preliminary Design and Transit Project Assessment Process (TPAP), an environmental baseline and impact assessment was conducted to assess the socio-economic impacts within the corridor. The project involves the construction of an Light Rail Transit (LRT) from Port Credit to Brampton GO Station following the alignment of Hurontario Street, in the City of Mississauga and the City of Brampton (Figure 1). The proposed Maintenance and Storage Facility (MSF) will be located south of Highway 407 (Figure 2). The corridor is highly urbanized, with extensive residential and commercial development throughout.

Implementation of the HMLRT project has the potential to create environmental condition changes that may result in both positive and negative effects. These potential condition changes have been considered through the Pre-planning and TPAP phases of the study.

The following sections describe the existing conditions for socio-economic components found throughout the HMLRT corridor, followed by an assessment of the potential impacts of the project and recommended mitigation.

2 Project Description

The City of Mississauga (COM) and the City of Brampton (COB) are planning to implement a Rapid Transit System including a LRT Corridor. Ultimately, the LRT can contribute to a reduction in single occupancy vehicle use and vehicle-kilometres traveled, and are viewed as a potential economic generator and community re-building tool. It is planned that the LRT will consist of an at-grade transit way (road and rails) and facilities with the following possible cross-sections:

- Existing roadway mixed with traffic converting Hurontario from six-lane cross-section to four-lanes for auto use and two-lane reserved for transit; and,
- Existing roadway with two of four traffic lanes shared with transit such as in Mineola and Main St. South Heritage in South Brampton.

Generally, the route is as follows (illustrated in Figure 1):

- Beginning at the Port Credit GO Station, the route runs northerly along Hurontario Street on the west side of the street until Inglewood Drive.
- North of Inglewood Drive, the LRT will run along the middle of Hurontario Street.
- The route continues centre-running along Hurontario Street until Burnhamthorpe Road.
- At Burnhamthorpe Road, the LRT alignment branches out west along Burnhamthorpe Road (centre running) towards Duke of York Boulevard (side running), while also continuing north along Hurontario Street, over Highway 403.
• The branch at Burnhampthorpe Road will run west until proceeding north along Duke of York Boulevard and then east along Rathburn Road (north side running) and a new connection alignment east of City Centre Drive, where it will meet again with the main LRT route on Hurontario Street.

• The LRT will then continue centre-running along Hurontario Street north of Highway 403.

• At Steeles Avenue, Hurontario Street becomes Main Street and the LRT continues centre-running until Main Street reaches downtown Brampton at Wellington Street.

• From Wellington Street to Nelson Street East, the northbound and southbound tracks of the LRT are gutter running on the east and west side of the road, respectively.

• North of the CN Rail Weston Subdivision line, the LRT route then swings west, off-street, and terminates at the Brampton GO Transit Station, on the north side of the railway right-of-way.

3 Study Area

Stops are located along the HMLRT route at locations selected to serve local centres, GO Transit Rail Stations and Transit Terminals and other demand generators along the route. The proposed stop locations are shown in Figure 1. The average inter-stop spacing is approximately 900 m.
Figure 1: General Study Area – Proposed Alignment for the Hurontario-Main LRT corridor
3.1 Maintenance and Storage Facility (MSF)

Maintenance and Storage Facility (MSF) provides space for the overnight storage and daily and periodic maintenance of vehicles, maintenance equipment for fixed system infrastructure (rail, substations, etc.), a control and monitoring centre for the LRT and ITS systems, and management and staff facilities for operations.

The preferred site for the MSF has previously been identified as the provincially-owned land bounded by Highway 407 to the north, Hurontario Street to the west, the Hydro One Networks Inc. transmission line and utility corridor to the south and Kennedy Road to the east. In addition to the MSF, parts of this site have also been envisioned for use as a transit guideway, bus exchange and park-and-ride lot associated with the Highway 407 Transitway project.

Figure 2: Configuration of the Maintenance and Storage Facility
4 Political Jurisdiction and Regulatory Framework

4.1 Results of Field Investigations

This project builds upon the work and public engagement completed during the preparation of the Hurontario/Main Street Corridor Master Plan Study, from 2008 – 2010. During this period, the City of Mississauga and the City of Brampton worked with a wide range of stakeholders to develop a Corridor Master Plan that integrates rapid transit, land use, and urban design along the project corridor.

The resulting Hurontario/Main Street Corridor Master Plan was approved by Council in 2010. The Master Plan was approved under the Municipal Class Environmental Assessment process, with the completion of the first two phases addressing the problem/opportunity and alternative solutions. Through this process, it was concluded that Light Rail Transit (LRT) is the preferred form of rapid transit along the Hurontario-Main corridor.

The Master Plan proposed a vision for the corridor as one of a unified concept for mobility in the 21st Century, integrating urban design, land use planning, and transportation. The vision is fundamentally one of city-building and sustainability, centred on rapid transit as a key mode of travel on a beautiful street. Three key statements captured the vision:

- “Easy, reliable, frequent, comfortable and convenient light rail transit service is provided throughout the Corridor, with effective connections to other links in the inter-regional transit network.”
- “Hurontario/Main Street is a beautiful street, with attractive “places” along the Corridor featuring expanded mobility, vibrant economic activity, and liveable, connected, mixed-use neighbourhoods, integrated with the transportation infrastructure.”
- “The Regional Urban System and the planned urban structure of each city are recognized and reinforced, and accordingly, mixed-use, compact, intensified Transit Oriented Development is present along the Corridor, customized to suit the varying and distinct nature of each existing community and sensitive to the presence of adjacent stable residential neighbourhoods.”

4.2 Provincial Planning Policy Framework

This project aligns with the planning principles and goals outlined by the Places to Grow Act, 2005, created by the Province to direct how and where growth will take place within the Greater Golden Horseshoe (GGH) region through to 2031 and beyond. The associated Growth Plan for the Greater Golden Horseshoe (2006) designates two Urban Growth Centres (UGC) along the Hurontario-Main Street corridor, including: Downtown Brampton; and Mississauga Downtown Core, with the aim to direct more people and jobs to support the intensification of these areas.

In coordination with Places to Grow, the Province created Metrolinx, a provincial agency charged with planning for improvements to mobility and transit throughout the GGH. In November 2008, Metrolinx published The Big Move Regional Transportation Plan. The plan sets out goals to improve the state of transportation across the Greater Toronto and
Hamilton Area, including construction of a “comprehensive regional rapid transit network.” The Metrolinx Regional Transportation Plan has identified rapid transit for the Hurontario/Main Street corridor as one of the top 15 ‘priority projects’ for the Greater Toronto and Hamilton Area (GTHA).

4.3 City of Mississauga Planning Policy Framework

This project closely aligns with, and builds upon the principles and policy directions imbedded in the City of Mississauga’s planning policy framework. For instance:

- The Strategic Plan (SP) outlines a clear vision for the future where “people can get around without an automobile, and where transit will directly influence and shape the form of the city. Transit will be a desirable choice that connects people to destinations, and will underpin an environmentally responsible, inclusive, vibrant and successful city.”

- The Mississauga Official Plan (OP) articulates a policy focus on sustainable development by directing growth to areas of intensification, including the Hurontario Street corridor and the Downtown. The OP also shifts policy away from automobiles towards transit, by creating a transportation system that is designed to support all modes of travel, with transit as a priority, and emphasis on walking and cycling infrastructure and related facilities to support these options as viable modes of transportation. The OP also articulates a greater emphasis on urban design to ensure a high quality built form with attractive public places.

These policy directions are being implemented through a range of other policy documents and initiatives, including Local Area Plans, and this project.

4.4 City of Brampton Planning Policy Framework

This project also aligns with, and builds upon the principles imbedded in the City of Brampton’s planning policy framework. For instance:

- The City of Brampton’s Official Plan (OP) includes a Sustainable City Concept, which articulates a focus on the creation of “an integrated land use and transportation plan that provides a balanced transportation system giving priority to public transit”. The OP also “aims to develop a rapid transit system with flexibility to be operated as an LRT corridor to serve Brampton's needs in coordination with other initiatives in the Greater Toronto Area, and particularly to achieve convenient and appropriate transit service integration with Mississauga, Toronto, York Region and other neighbouring municipalities.”

- Through the City’s Transportation and Transit Master Plan and other servicing plans, Brampton aims to develop a safe, efficient and accessible transportation system for moving people, including persons with disabilities, and goods, as well as provide improved and efficient linkages within the Greater Toronto Area.
5 Existing Conditions, Potential Impacts and Proposed Mitigation

5.1 Transportation Service

5.1.1 Transit Service

The HMLRT is a north-south corridor served by local, inter-regional and specialized transit.

5.1.1.1 Local Transit

Bus services in the Hurontario-Main corridor consist of four main bus services, as illustrated in Figure 3 and Figure 4.

- MiWay local 19/19A/19B between Port Credit and Hwy 407 P&R (the 19A and 19B variants diverge to terminate in employment areas east and west of Hurontario Street, south of Hwy 401);
- MiWay express 103 between Port Credit and Shoppers World;
- Brampton local 2 between Hwy 407 Park & Ride and Downtown Brampton, continuing north and then west to Heart Lake Centre; and
- Brampton Züm 502 (express - BRT) between Downtown Mississauga and Downtown Brampton, continuing north to Sandalwood Parkway.

All four services run in the peaks and off-peak, at frequencies as shown in Table 1.

Table 1: Existing Corridor Bus Frequencies (March 2012)

<table>
<thead>
<tr>
<th>Route</th>
<th>Typical number of buses per hour (Monday-Friday peak)</th>
<th>Typical number of buses per hour (Monday-Friday off-peak)</th>
</tr>
</thead>
<tbody>
<tr>
<td>19/19A/19B combined</td>
<td>12 (4 per route)</td>
<td>12 (4 per route)</td>
</tr>
<tr>
<td>103</td>
<td>3-4</td>
<td>3-4</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>502</td>
<td>6</td>
<td>3</td>
</tr>
</tbody>
</table>

Several other bus routes cover shorter lengths of the LRT corridor. Excluding routes that travel a very short distance along Hurontario-Main Street (and hence do not stop, or have limited stops, intermittently on the corridor), these are:

- MiWay 8 between Port Credit and Mineola;
- MiWay 62 (peaks) between Hillcrest Avenue (Cooksville GO) and Fairview Road;
- MiWay 10 between Rathburn Road and Ceremonial Drive (S/B) or Bristol Road (N/B);
- MiWay 65 between Trailwood Drive and Barondale Drive (N/B only, as part of a terminal loop); and
- Brampton Transit 7/7A between Courtneypark Drive and Derry Road (N/B only, as part of a terminal loop).
Figure 3: Existing Corridor Bus Routes

Source: Cities of Mississauga and Brampton websites
5.1.1.2 Inter-Regional Transit

Most inter-regional transit is provided by a network of GO rail and bus services, illustrated in Figure 5. Three rail routes cross the Hurontario-Main corridor:

- Port Credit GO is served by the Lakeshore route, which has all-day service as far as Aldershot and peak services beyond there to Hamilton (though the latter do not stop at Port Credit). The Lakeshore route has recently been upgraded to a 30-minute all day service;
- Cooksville GO is served by the Milton route, with seven trains in each peak (to Toronto AM, from Toronto PM); and
- Brampton GO is served by the Georgetown/Kitchener route, with 5/6 trains in each peak (again to Toronto AM, from Toronto PM), and by VIA Rail services three times per day.

On other routes, and on the rail corridors outside the hours of rail service, inter-regional transit is provided by a network of GO buses. In and around the Hurontario-Main corridor, most GO bus routes provide broadly east-west movements, focused on either Downtown Toronto or the North York area (Finch Station/York Mills and York University).
5.1.1.3 Specialized Transit

Specialized transit for people with disabilities is provided by the Region of Peel under the TransHelp brand. To be eligible for this service, users must be “physically unable to board public transit vehicles due to functional mobility problems”.

5.1.1.4 Future Transit Proposals

The Mississauga BRT project, part of which is currently under construction, will provide a dedicated east-west transit corridor across the centre of Mississauga, as illustrated in Figure 6. It will be used by both MiWay express and local buses and by GO buses. The BRT alignment runs immediately adjacent to the LRT in Rathburn Road, and its proposed City Centre Station will be close to the LRT Rathburn Road stop and the existing City Centre Transit Terminal.

Mississauga BRT forms part of a longer inter-regional transit corridor, potentially extending from Oakville in the west to Pickering in the east. Within Mississauga, the BRT is being implemented jointly with GO Transit, with the City being responsible for the majority of the route and GO responsible for the western section between Winston Churchill Boulevard and Erin Mills Parkway.
Figure 6: Mississauga BRT Overview

The Brampton Rapid Transit network is being planned by the City of Brampton as a grid of high frequency services on north-south and east-west corridors. Each corridor is being initially implemented as BRT under the Züm brand, operating in mixed traffic, with reliability improved through signal priority and individual intersection designs. However, the long term vision is for dedicated rights of way, with possible conversion to LRT technology as a future option in some corridors.

Other Higher Order Transit projects which intersect the HMLRT corridor, set out in “The Big Move” include the Highway 407 BRT, the Dundas Street Rapid Transit and the Waterfront West Rapid Transit.

5.1.1.5 Potential Impacts and Proposed Mitigation

General LRT Operation and Corridor Capacity

For most of the route, the LRT system will operate in the centre of the street, with two traffic lanes converted to LRT. For limited sections (south end of Mineola; Duke of York Boulevard and Rathburn Road in Downtown Mississauga, and Main Street in Downtown Brampton) side and gutter running will be employed. With limited exceptions, two traffic lanes are maintained in each direction alongside the LRT. This approach does reduce the vehicular capacity of the corridor, but provides an overall increase in the people carrying capacity of the corridor, consistent with the vision and objectives of the project. The LRT will provide capacity for up to 7,200 passengers per hour per direction (PPHPD), based on 12 vehicles hour, and a capacity (for a 90m vehicle) of 600 passengers. Conversely, as a general purpose traffic lane, the capacity would realistically be around 1,800 people at most, assuming 900 vehicles/hour and an occupancy of 2 persons (which is conservatively high). Therefore, For the converted lane, the increase in people carrying capacity is fourfold; for six-lane sections of the corridor (prevalent for much of the corridor), the increase in people carrying capacity is still significant, at a doubling of capacity. Overall, the introduction of LRT to the Hurontario-Main corridor will achieve the capacity carrying increases needed to support sustained and long term growth objectives as a Regional Intensification Corridor.
Proposed Service Pattern

LRVs will be driven on line-of-sight throughout, and controlled at intersections by signals, which operate in a similar manner to road traffic signals, although the specific aspects presented to LRV drivers may differ from the conventional red/amber/green. These signals will be fully integrated into the road traffic (and pedestrian and cycle) signals to ensure safe efficient operation of the intersection, maximizing LRT priority whilst maintaining sufficient capacity for road traffic.

The speed limit will generally be the same as that applicable to the parallel traffic lanes. Higher speeds may be possible where public access to the track can be prevented.

Full delta junctions are provided at the north and south ends of the Downtown Mississauga ‘box’ which allow all movements to take place in both directions in order to provide flexibility in service design, both at the planning stage and when the LRT is in operation.

Crossovers between the LRT tracks are provided at each end of the route and at intervals along the route, to allow access to both platforms at termini from inbound and outbound tracks, to allow access to and from the MSF and to provide flexibility for degraded operation during maintenance, incidents and similar occurrences, and to accommodate community special events. These are not shown on the DW2.0 drawings.

A range of LRT operating scenarios was assessed in the Preliminary Systems Operations Plan (PSOP) (Appendix B.12), which also sets out the recommended service pattern, service frequencies (for peak and off peak operation), run times, etc.

A number of potential service patterns for Downtown Mississauga are discussed in the PSOP, which make use of the track layout in different ways, and in themselves may not require all the proposed connections. However, the layout provides the flexibility to plan services in a different way from those currently proposed without restrictions imposed by the infrastructure. This flexibility is important for:

- The main scheduled service pattern, which may be different from those envisaged at the planning stage (many LRT systems adjust their services after implementation, in response to revealed patterns of ridership);
- Different service patterns at different times (e.g., late evenings, weekends – again in response to revealed patterns of ridership);
- Occasional off-pattern journeys operating as part of the scheduled service at the start and end of the day and during transitional periods, which may need to use different connections (for example, journeys between Port Credit and the MSF); and
- Different service patterns operated during special events, when part of the network may not be available.

The recommended service pattern is preliminary, and the infrastructure will allow considerable ‘fine-tuning’ of services post-implementation.

The Hurontario/Main Street Corridor Master Plan service pattern assumed that all services would operate between Port Credit and Brampton, travelling alternately via the east and west side of the Downtown Mississauga box. However, there is a significant difference in
travel time between the two sides of the box, which would either necessitate introducing an artificial delay to east side services to maintain an even headway, or result in operation of significantly uneven headways. Although this could be operationally feasible in some time periods where the headway and journey time differential were compatible, other periods would require a different pattern to be operated, increasing the complexity of scheduling and risking passenger confusion.

To avoid the disadvantages of the service pattern proposed in the Hurontario/Main Street Corridor Master Plan, an alternative has been developed. The selection of the preferred pattern has been informed by an initial analysis of forecast ridership, which indicated that:

- A large proportion of trips are contained within the sections north and south of Downtown Mississauga, including the long section between Downtown Brampton and Eglinton Avenue, making it important to provide regular headways on these sections (which would be difficult under the Master Plan proposal); and
- The number of trips to and from Downtown Mississauga (either as a journey origin/destination, or to transfer to/from other transit services in the Downtown area) is significantly larger than the number travelling through the Downtown (from north to south or vice versa).

The preliminary recommended alternative service pattern takes these factors into account, along with practical scheduling considerations. It provides separate services on the north and south sections of the route, both looping around Downtown Mississauga. While there will be an adverse impact on those passengers wishing to travel through the downtown Mississauga area, this is mitigated through the easy transfer opportunity provided with centre platform configurations at Rathburn Road and Burnhamthorpe Road. Northbound LRVs from Port Credit operate counter-clockwise around the Downtown Mississauga box before returning south, and LRVs from Brampton circulate clockwise before returning north. This is shown diagrammatically in Figure 7.

The separation of services north and south of Downtown Mississauga gives some protection against service disruption, since any delays on one section would not spread to the other.
The peak headway is envisaged as 5 minutes, operated with sets of two LRV units coupled together. A 5-minute headway provides a turn-up-and-go service for passengers, and provides a reasonable balance between transit capacity, operating costs and traffic impact. This service plan is designed to meet forecast levels of demand, but the design incorporates the flexibility to increase capacity using either three-car sets or longer vehicles.
5.1.1.6 Construction/Operations Impacts

The Ultimate Transit Network Plan (UTNP)\(^1\) sets HMLRT in the context of the future wider transit network for the Cities of Mississauga and Brampton and the surrounding area, and also sets out an illustrative scope of future bus networks in the area to provide a basis for the updated demand modelling and changes to bus operations.

In the context of the UTNP, the project was assessed against the following criteria with respect to transit operations:

- Changes to other (existing) local bus service in the Hurontario-Main corridor (bus service displaced by LRT service); and
- Changes to existing local/feeder bus service routing and frequency to provide bus service complementary to LRT service.

5.1.1.7 Changes to Other Transit Services in HMLRT Corridor

The Hurontario/Main Street Corridor Master Plan assumed that both local and express buses paralleling HMLRT would be removed. However, the greater stop spacing of LRT will result in longer walking distances (balanced by reduced in-vehicle time and greater reliability), which may have an impact on people with reduced mobility. Therefore, a more flexible strategy has been developed in the UTNP, tailored to the different needs of (land use, density and street patterns), with some sections having no parallel transit services or reduced transit services at reduced frequency, where the LRT will provide a replacement (wholly or in part). Taken together, these changes will generate significant savings in bus operating costs through reductions in mileage. In addition, some minor local diversions to routes that currently intersect the corridor without passing an LRT stop are proposed to enable direct bus-LRT transfers. Such changes are expected to be broadly neutral in cost terms. The main changes to transit routes in the HMLRT corridor are shown in Table 2 below.

Table 2: Main Changes to Corridor Transit Routes

<table>
<thead>
<tr>
<th>Route Description</th>
<th>Proposed Change</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>MiWay Hurontario 19/19A/19B</td>
<td>Shorten to run Port Credit - Square One only as a single route (Route 19).</td>
<td>Frequency reduced – initial assumption of 3 buses per hour, to be reviewed after initial modelling.</td>
</tr>
<tr>
<td></td>
<td>Replace 19A/19B branches with new local distributor route feeding LRT at Britannia stop.</td>
<td>Possibly integrate with a revised 25 Traders Loop - details to be finalized.</td>
</tr>
<tr>
<td>MiWay 103 Hurontario Express</td>
<td>Remove.</td>
<td>Replace with LRT.</td>
</tr>
<tr>
<td>Brampton 2 Main</td>
<td>Shorten to run between Brampton GO and Heart Lake Terminal.</td>
<td>Local service south of Brampton replaced by extension of 53.</td>
</tr>
<tr>
<td>Brampton 53 Oaklea</td>
<td>Extends from Shoppers World to Brampton GO via Bartley Bull Parkway, Peel Village</td>
<td>Replaces local Route 2 in South Brampton with new ‘back street’ service. Extension could be provided by either 53 or</td>
</tr>
</tbody>
</table>

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In summary, it is estimated that the aforementioned removal or shortening of local and express bus routes on Hurontario/Main Street would reduce the peak vehicle requirements by about 40 vehicles (split 32 for MiWay and 8 for Brampton transit), all other things being equal (headways, interlining, etc.). These resources may be allocated to other bus routes by Brampton and Mississauga transit authorities.

Proposed local changes to improve connections to LRT stops are detailed in Table 3 below.

Table 3: Minor Transit Route Diversions to Facilitate Transfers to LRT

<table>
<thead>
<tr>
<th>Route</th>
<th>Proposed Change</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>MiWay 3</td>
<td>Divert via Central Parkway instead of Elm Drive to provide for transfers at Central Parkway LRT stop.</td>
<td>Route 8 to remain on Elm Drive.</td>
</tr>
<tr>
<td>MiWay 4</td>
<td>Divert via Queensway, Hurontario Street and Paisley Boulevard West to provide for transfers at Queensway LRT stop.</td>
<td>Camilla Road (north of Queensway) and Paisley Boulevard East would not be served by Route 4 - low density residential area. If this is unacceptable, a diversion of the 28 or 38 could be considered as a replacement.</td>
</tr>
<tr>
<td>MiWay 28</td>
<td>Divert via Paisley Boulevard West, Hurontario Street and Queensway in both directions to provide for transfers at Queensway LRT stop.</td>
<td>Very little effect on accessibility, as bypassed stops are all close to others.</td>
</tr>
<tr>
<td>MiWay 38</td>
<td>Divert via Queensway, Hurontario Street and Paisley Boulevard West northbound (already runs this way southbound) to provide for transfers at Queensway LRT stop.</td>
<td>As for Route 28.</td>
</tr>
</tbody>
</table>

For clarity, no changes are proposed to the following MiWay routes, which run north on Hurontario Street from Downtown Mississauga for a relatively short distance before diverging:

- 7 Airport
- 10 Bristol-Britannia
34 Credit Valley
68 Windsor Hill Loop.

These are retained to provide local service between Downtown Mississauga and Bristol Road or intermediately, this section no longer being served by local Routes 19/A/B.

In addition to the LRT on Burnhamthorpe, the design will include a new south bus terminal for the Downtown Mississauga area, which comprises provision for approximately 5 routes/buses to use a layby on the north side of Burnhamthorpe west of the future Main Street, in the vicinity of the Main Street stop. Although these stops will be the last/terminal stops on the route for some buses, they will be on the through route for others. All stops in the layby will be “touch and go”, as opposed to being part of a “layover” facility, meaning that buses will allow passengers to disembark, but will not idle for any appreciable time (less than three minutes).

On Rathburn Road, the LRT design accommodates stops in close proximity to the BRT for east-west BRT operations, thus enhancing integration of these two high order transit services.

Complementary Bus Network Changes

A series of complementary changes to transit routes outside the HMLRT corridor has also been developed, shown in Table 4, with the overall objectives of providing a single, integrated system and improving the operation of the network as a whole by providing additional travel opportunities. They are designed to maximise access to the HMLRT route from the surrounding areas, to increase network connectivity and to enable as many as possible riders to use the LRT with only a single transfer. Transfers are more likely to be acceptable where both services operate at a high frequency, but a particular objective has been to enable as many people as possible to reach HMLRT with a single journey leg, minimizing the need for double transfers.
Table 4: Complementary Transit Network Changes

<table>
<thead>
<tr>
<th>Route</th>
<th>Proposed Change</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>MiWay 25 Traders Loop</td>
<td>Integrate with 19A/19B branches new local Britannia/Matheson distributor route.</td>
<td></td>
</tr>
<tr>
<td>MiWay 61A Mavis</td>
<td>Extend from Sheridan College to Shoppers World Terminal.</td>
<td></td>
</tr>
<tr>
<td>MiWay 66 McLaughlin</td>
<td>Extend from Sheridan College to Shoppers World Terminal. Divert part service (or run additional service) from north end to Hurontario/Britannia as 66A.</td>
<td></td>
</tr>
<tr>
<td>Brampton 3 McLaughlin</td>
<td>Divert part of service (or run additional service) from north to Brampton GO via Queen Street as 3A.</td>
<td></td>
</tr>
<tr>
<td>Brampton 7/7A Kennedy</td>
<td>Split into northern and southern sections at Queen Street and divert both halves to Brampton GO.</td>
<td>Alternatively, retain through north-south route but divert part of service (or run additional service) from north to Brampton GO via Queen Street.</td>
</tr>
<tr>
<td>Brampton 8 Centre</td>
<td>Shorten and divert to run between Brampton GO to Bramalea via Queen Street, Centre Street North and existing route.</td>
<td>Southern section to be covered by extension of Route 54 from Shoppers World to Brampton.</td>
</tr>
<tr>
<td>Brampton 10 South Industrial</td>
<td>Extend from First Gulf Boulevard to Shoppers World and divert to run via First Gulf Boulevard and Biscayne Crescent in both directions.</td>
<td></td>
</tr>
<tr>
<td>54 James Potter</td>
<td>Extend to Brampton GO via 8 to Centre Street/Queen Street, then via Queen Street.</td>
<td>As an alternative, section between Shoppers World and Brampton could be considered as a stand-alone route.</td>
</tr>
</tbody>
</table>

These proposed changes are recommendations and assumptions for strategic planning, modelling and appraisal. The final bus networks will be for the respective municipal transit authorities to put into operation and are likely to require some adjustment after implementation, in a manner similar to the current regular review and amendment of local bus transit services, to reflect changing movement patterns and traffic conditions.

Figure 8 illustrates the complete Ultimate Transit Network for the HMLRT corridor and its key connecting transit lines, including Higher Order Transit, rail and local buses. At this scale it is not possible to show individual local transit route details clearly, so selected connections are highlighted in Figure 9. These include the most significant of the complementary changes described above.
Figure 8: Ultimate Transit Network Plan
Figure 9: Ultimate Transit Network Plan – Bus Route Details
5.1.2 Travel Time

**Bus Travel Time (Existing Conditions, Potential Impacts and Proposed Mitigation)**

The Hurontario-Main Street Light Rail line will be integrated into the City Mississauga (MiWay) and City of Brampton (Brampton Transit) transit networks. The 2013 transit services running along the Hurontario/Main corridor and the corresponding morning peak periods (6 – 9 AM) scheduled journey times are as follows:

**MiWay**
- Route 19 - Port Credit to HWY 407 GO Park & Ride: 52 to 65 minutes
- Route 103 (Express Service) – Port Credit to Shopper's World: 40 to 49 minutes

**Brampton Transit**
- Route 02 – HWY 407 GO Park & Ride: 30 to 39 minutes
- Route 502 (Express Service) – Mississauga City Centre Terminal to Sandalwood Pkwy: 42 to 46 minutes

As the Cities of Brampton and Mississauga continue to develop, bus journey times are expected to worsen due to an increase in transit ridership and traffic congestion, which is expected to affect both the dwell time and travel speeds of transit services.

For the 2031 forecasting analysis, revised headways were calculated based on demand growth to 2031. A frequency factor was derived to estimate the number of needed services for core corridors routes, better reflecting the level of service required to accommodate the forecast increase in ridership. Furthermore, bus travel speeds during the AM peak period were slowed using the results from the traffic modeling.

With LRT, it is currently assumed that core corridor bus routes will be altered to accommodate the implementation of the LRT. MiWay 103 Express Service will be discontinued and the number of services per hour for the MiWay 19 group will be materially decreased, essentially only to provide a local service and mitigate the impact of the longer inter stop spacing of LRT. For Brampton Transit, the length of both Route 02 and Express Route 502 will be truncated to Brampton GO Transit Terminal at the southern end.

5.1.3 Traffic Operation and On-Street Parking

**Existing Conditions**

The existing north-south (nominally) Hurontario-Main corridor is essentially made up of 5 sections, each with different characteristics:

- Port Credit to QEW: two through lanes in each direction;
- QEW to Charolais: three through lanes in each direction;
- Charolais to Nanwood: three northbound through lanes and two through southbound lanes;
- Nanwood to Wellington: two through lanes in each direction;
Wellington to Church: two through lanes in each direction, but with parking allowed in the kerbside lane during some parts of the day.

Alternative north-south corridors exist to the west in the form of McLaughlin Road/Confederation Parkway and Mavis Road, and to the east in the form of Kennedy Drive/Central Parkway and Highway 403/Cawthra Road.

The north-south corridor intercepts a number of important east-west roads, including:

- Queen Elizabeth Way;
- Queensway;
- Dundas Street;
- Central Parkway;
- Burnhamthorpe Road;
- Rathburn Road;
- Highway 403;
- Eglinton Avenue;
- Bristol Road;
- Matheson Boulevard;
- Britannia Road;
- Highway 401;
- Courtneypark Drive;
- Derry Road;
- Highway 407;
- Steeles Avenue;
- Queen Street.

The PM peak period is currently busier than the AM peak period, with a greater number of intersections exhibiting performance issues in the weekday evening peak. However, issues of vehicle queues blocking back through adjacent intersections are encountered infrequently, and principally at certain pinch points within the network:

- Hurontario/QEW;
- Hurontario/Dundas;
- Hurontario/Burnhamthorpe;
- Hurontario/Eglinton;
- Hurontario/Britannia;
• Hurontario/Derry;
• Main/Steeles.

Existing travel times along the corridor from Lakeshore Drive to Church Street vary throughout the day, but are generally 35-40 minutes in the AM peak, and 40-45 minutes in the PM peak in both directions, demonstrating that the PM peak hour is generally busier than the corresponding AM peak period.

Potential Impacts and Proposed Mitigation

To reflect current and committed transportation projects, the forecasting process included all recent and committed projects in the analysis, as well as Brampton highway and transit networks assumed to develop consistent with their 2009 Transportation and Transit Master Plan (TTMP).

In designing the LRT layout through the corridor, two key requirements were:

- Provision of a segregated LRT alignment wherever possible; and
- Provision of roadway that is ideally at least 2 lanes wide, but otherwise provides for one through traffic lane, together with space for frontage parking, loading, bus stops, and other traffic service features over the majority of the length.

Consequently, over the majority of the corridor, this resulted in the provision of a cross-section containing one LRT lane in each direction, plus two through traffic lanes in each direction, and (where required/applicable) left turn and right turn bays. Over parts of the route, the existing road is not wide enough to allow for two segregated LRT lanes and two traffic lanes in each direction. In these sections, only one full traffic lane in each direction is provided. The conversion of two existing traffic lanes to segregated LRT (generally) removes two traffic lanes from the existing road network, and reduces the vehicular capacity of the of the corridor. Consequently, traffic demand on the corridor drops in the with-LRT scenario, as traffic re-assigns to alternative routes, corridors and modes.

As a result the LRT alignment can be split into the following three sections:

- Port Credit terminus to south of Mineola Road – side running LRT;
- South of Mineola Road to Wellington Street – centre running LRT;
- Wellington to Brampton GO station terminus – gutter running LRT.

At the majority of intersections along the network, the following operational changes are made, compared to the existing situation:

- Along the centre-running LRT section, all northbound and southbound left turn movements are separately signalled to the adjacent through movements – this removes all left turn vehicle to LRT signal conflicts (i.e. vehicles turning across the LRT alignment), with LRT movements running in parallel with northbound and southbound through traffic movements;
- In other side-running and gutter-running LRT sections, LRT generally receives a separate timing period (vehicle all-red) so as to remove all vehicle to LRT conflicts;
- A number of intersections become signalized;
- Hurontario/Indian Valley;
- Main/Pine Village;
- Main/Pine Ridge;
- Main/Harold;
- Main/Nelson Street East.

At a number of locations, some left turn movements across the LRT alignment have been banned, due to insufficient road space. However, in all such locations, suitable alternative routes are always available. The banned locations are as follows:

- High Street northbound left turn (High Street becomes one-way eastbound);
- Park Street northbound left turn;
- Indian Valley northbound and southbound left turns;
- Paisley Boulevard southbound left turn;
- Dundas Street northbound left turn;
- John Street southbound left turn (John Street becomes right-in/right-out only);
- Bristol Road southbound left turn;
- Nelson Street West/Theatre Lane northbound and southbound left turns.

- Along the centre-running section, drivers wishing to turn left (or U-turn) across the LRT tracks at non-signalized intersections will have a clear view of an oncoming LRV (on the track further to their left). However, they may not be aware of a LRV approaching from behind on their left-hand side. In order to minimize the risk of accidents, it is necessary to prohibit uncontrolled left turns and U-turns across the LRT tracks. Right turns into and out of side roads (which do not cross the LRT tracks) are not affected and will continue to operate as at present. Thus, many side streets along the centre-running sections of the route will, in future, operate as right-in/right-out only;

- Removal of free-flow segregated right turn slips at all intersections along the route, with pedestrian crosswalks now provided from kerb to kerb (removal of triangular splitter islands);

- At LRT stops where the platform does not back onto a signalized intersection at both ends, a two-phase staggered signalized mid-block pedestrian crossing is provided to allow access to each LRT stop from both directions. The operation of these facilities would be co-ordinated with the operation of all other signalized intersections.

In terms of traffic volumes, the removal of a traffic lane in each direction results in less capacity being available, but also less traffic demand on the corridor as demand switches to
the LRT or to alternative routes. Throughout the design and modelling iterative process, the LRT design has been modified to provide sufficient capacity to accommodate the forecast traffic demand and mitigate the impacts, particularly for key/strategic turning movements with limited alternative routes.

The design changes implemented above, in order to facilitate the LRT alignment, result in changes in operation performance of the corridor. The following table shows the impact on end-to-end vehicle journey times (in minutes), between the Base (existing 2011) and 2031 Business As Usual (BAU) and LRT scenarios.

The LRT scenario shows extended journey times of around 15% compared to the BAU scenario. This is principally due to:

- Lower traffic capacity on the HMLRT corridor in the LRT scenario;
- Separate signalization of northbound and southbound left turn movements, resulting in less green time being available for the conflicting northbound and southbound ahead movements;
- Increased pedestrian movements across the corridor (and particularly around LRT stops) resulting in more delay time to vehicular movements;
- Adjustment to co-ordination between signalized intersections along the corridor, to minimise delays to LRVs.

In terms of individual intersection operation, the following Table 5 shows the impact of Level of Service (LOS) between the Base (existing 2011), Business As Usual (BAU) and LRT scenarios, by showing the percentage of intersections on the corridor with LOS A-C (acceptable operation) and D-F (increasing congestion) for each scenario.

**Table 5: Level of Service (LOS) between the Base and Business as Usual and LRT Scenarios**

<table>
<thead>
<tr>
<th>Period</th>
<th>Level of Service</th>
<th>Base</th>
<th>BAU</th>
<th>LRT</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td>A-C</td>
<td>91%</td>
<td>90%</td>
<td>70%</td>
</tr>
<tr>
<td></td>
<td>D-F</td>
<td>9%</td>
<td>10%</td>
<td>30%</td>
</tr>
<tr>
<td>PM</td>
<td>A-C</td>
<td>88%</td>
<td>86%</td>
<td>75%</td>
</tr>
<tr>
<td></td>
<td>D-F</td>
<td>12%</td>
<td>14%</td>
<td>25%</td>
</tr>
</tbody>
</table>

The LRT scenario results in more vehicular delay at each intersection, with the reasons as above for the journey time comparison. It should be noted that of the intersections operating with LOS D-E, the majority show significant delays for only a portion of the peak hour period – demonstrating that overall the intersections are operating under capacity over the whole hour, but with shorter peaks of over-capacity operation. Table 6 shows the predicted operation at six key intersections on the corridor, demonstrating that in most locations, the operational level in the BAU and LRT scenarios is similar.
Table 6: Predicted Operational Level for Six Key Intersections

<table>
<thead>
<tr>
<th>Level of Service – PM</th>
<th>Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peak</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Base</td>
</tr>
<tr>
<td>Hurontario/QEW South</td>
<td>C</td>
</tr>
<tr>
<td>Hurontario/Dundas</td>
<td>D</td>
</tr>
<tr>
<td>Hurontario/Eglinton</td>
<td>D</td>
</tr>
<tr>
<td>Hurontario/Britannia</td>
<td>D</td>
</tr>
<tr>
<td>Hurontario/Derry</td>
<td>E</td>
</tr>
<tr>
<td>Main/Steeles</td>
<td>D</td>
</tr>
</tbody>
</table>

In terms of overall net effects, the implementation of the LRT can be accommodated by the existing road network, albeit with a general reduction in performance for other motorized road users. This is offset by the increase in people carrying capacity on the corridor.

5.1.4 Pedestrian, Cyclist and Vehicle Mobility and Safety

The Existing Network

Both municipalities have existing cycling networks that intersect, travel along or travel parallel to the Hurontario-Main corridor, as illustrated in Figure 10.

5.1.4.1 Mississauga

The Mississauga Cycling Master Plan: shifting gears for a healthier city (City of Mississauga, 2010) sets a vision for cycling in the City of Mississauga that supports vibrant, safe and connected communities, where people choose to cycle for recreation, fitness and daily transportation needs enhancing overall health and quality of life. The plan proposes to increase the network of primary routes, secondary routes and off-road multi-use trails from the approximately 400 km at present to over 900 km over 20 years, including connecting the primary network to major transit stations and other key nodes and major destinations.

There is an existing multi-use trail primary route along Hurontario Street between Port Credit GO Station and the Queen Elizabeth Way. On-road cycling lanes and shared-use routes intersect Hurontario Street (from south to north) at Cordon Drive, North Service Road, Queensway Boulevard West, Paisley Road East, Hillcrest Avenue, Elm Drive Avenue West, Elm Drive Avenue East, Rathburn Road West (to the west of the Square One Transit Terminal), Kingsbridge Garden Circle, Elia Avenue, Ceremonial Drive, Nahani Drive, Aldridge Street, and Traders Boulevard East. The only significant portion of parallel route runs either side of Hurontario Street between Queensway and Eglinton Avenue, with the parallel route to the west passing along Confederation Parkway. The existing cycling network does not provide an integrated and continuous network along, or parallel to Hurontario Street.

A number of off-street multi-use trails are available in the vicinity of the Hurontario-Main Corridor. Portions of north-south trail are adjacent to the corridor between Bristol Road and Fairwind Drive, from Regents Terrace to Jenkins Crescent, and the Cooksville Creek pathway from Burnhamthorpe Road East to Paisley Boulevard East. While discontinuous, these segments connect with on-street cycling facilities to form Mississauga’s cycling network.
5.1.4.2 Brampton

The current network operates an off-road trail parallel to Main Street between Steeles Avenue East and Queen Street East (the Etobicoke Creek Trail) through Kiwanis Memorial Park, Archdekin Park, Meadowland Park, and Centennial Park. The trail crosses under Main Street near the Metro Supermarket between Etobicoke Drive/Harold Street intersection to the north and Nanwood Drive to the south. The trail crosses to the east side of Main Street further south, to the south of Peel Village Parkway. There are no crossing points across the Express Toll Route (407) within one kilometer of Hurontario Street.
Figure 10: Existing Cycling Route Network
Potential Impacts and Proposed Mitigation

As part of the provision of a ‘Complete Street’ and in accordance with the hierarchy of modes, the level of provision for pedestrians and cyclists in the corridor is to be improved.

Provision is made for wider pedestrian sidewalks (subject to the availability of Right of Way width). Additional pedestrian signals are provided at intersections which are signalised as part of the LRT project. Ramps will be provided at the ends of the platforms down to pedestrian crosswalks to provide passenger access. Platforms will normally be accessible from both ends, but in a few locations a single access may be appropriate. At most stops additional mid-block pedestrian crossings are provided to access the end of the stop platform located away from an intersection, to provide quicker and more direct access for some passengers.

Provision for cyclists is made over the full length of the HMLRT route in the City of Mississauga, and in Brampton south of Steeles Avenue. This is formed by a multi-use trail on Port Street East and from Port Credit GO Station to Queensway, connected by an on-street cycle route on Helene Street and Park Street, then boulevard cycle lanes from Queensway to Steeles Avenue. These cycle lanes are located behind the curb line, to provide a degree of separation between cyclists and road traffic, and to avoid the need to reconstruct curbs, road pavements and road drainage in those areas where curb line changes are not needed for other reasons.

North of Steeles Avenue, the bike lanes connect to the City of Brampton off-road trails network, in accordance with Brampton’s cycling policies.

In areas where there is a big concentration of pedestrians and cyclists within the same right of way, for example at Port Credit GO station, there will be adequate signage for cyclists to dismount their cycles to mitigate cyclist-pedestrian conflict.

Intersections and Highway Crossings

In order to facilitate a safe and continuous cycling and pedestrian facility along the corridor, cycle lanes and sidewalks, or multi-use trails where space is restricted, will be extended across major highway crossings. According to provincial guidance, the facilities will cross at right-angles to the on-ramps to maximize safety. These crossings will also be suitably signed to mitigate cyclist-auto conflicts.

At intersections the cycle lanes ramp down to road level, and signalled cycle crossings are provided alongside the pedestrian crosswalks. Two-Stage Turn Queue Boxes\(^2\) are provided at intersections where there are bike lanes, multi-use trails or signed cycle routes on the east-west streets, providing optimal mobility and safety for cyclists using the network.

\(^2\) Two-Stage Turn Queue Boxes, National Association of City Transportation Officials (NACTO),
http://nacto.org/cities-for-cycling/design-guide/intersection-treatments/two-stage-turn-queue-boxes/
5.2 Roadside Environment

5.2.1 Urban Design/Streetscape

This project has adopted a complete street approach to the design of the HMLRT Corridor. Planning for a complete street means aiming to create a balance between all modes of movement, by providing space, and amenities to encourage walking, cycling, and transit, in addition to vehicles. The aim is to achieve a safe, attractive, and comfortable environment, particularly for pedestrians. The design of the street will differ from area to area, to align with the diverse range of places along the corridor, such as busy urban centres, and quiet residential neighbourhoods.

*Complete Streets* have been found to support: the creation of valued places; improved safety; lower transportation costs; improved physical health through walking and biking; and improved social interaction.

5.2.2 Place Making

“Create beautiful and distinctive spaces in Brampton that enhance its image, and contribute to defining and celebrating the city's identity.” – Flower City Strategy, City of Brampton.

“Mississauga, to join the ranks of great cities and great downtowns, needs vital destinations that establish a positive identity and attract new residents, businesses and investment.” – Building Mississauga Around Places Report, City of Mississauga.

The promise offered by transit investments is for a transformed, and transformative, urban environment – where transit facilities and land uses are mutually supported through an attractive fabric of urban design. Ridership on the HMLRT system will depend greatly upon riders having a positive experience: arriving and exiting stops and stations, and during the ride itself – and thus, choosing to ride the system.

This project supports the creation of great places along the Corridor, with the aim to shape positive experiences for all riders of the HMLRT system, while establishing a context that facilitates the emergence of more compact development and a greater mix of uses to support a critical mass of potential riders.

As such, the place-making approach includes design concepts and recommendations that build upon the existing and emerging municipal planning policy framework, as well as the design and policy recommendations established by the Hurontario-Main Street Master Plan, to ensure the effective integration of transit and transportation with land use, density, open space, heritage, and streetscape design – to support the creation of a Great Street.

5.2.3 Tree Corridor

The majority of the lands within the project area have a high proportion of impervious surfaces and altered landscapes. The natural environment has been subject to significant anthropomorphic pressure, which has degraded the natural attributes of the remaining vegetative assemblages. All areas examined exhibit significant degradation of historic natural systems. Cultural meadow or groomed open spaces dominate all sites, with a few small remnant woodlots or pockets of planted wooded areas present in some areas. There are also numerous areas where roadside trees and shrubs have been planted as part of landscaping/streetscaping initiatives.
Impacts of proposed HMLRT construction will be limited to the existing road bed or R.O.W. of the associated roadways over the majority of the line. For the majority of the line, the principal impact will be to streetscape trees planted within the existing medians or boulevard as the R.O.W. is modified to accommodate the LRT.

**Mitigation Measures and Net Effects**

The following mitigation measures will be implemented to minimize the effects of construction of the HMLRT line on those natural and/or semi-natural vegetative assemblies found within the project area:

- Minimize encroachment on, or avoid remnant woodlots and large healthy trees where possible. Individual specimens to be saved will be marked on the ground before construction takes place;

- Trees and areas to be preserved within and adjacent to the R.O.W. will be identified in a Tree Protection Plan and protected with approved fencing/hoarding defining Tree Protection Zone(s);

- Provide compensatory hard and soft landscaping in the corridor, including planting of additional street trees, where opportunities present themselves. A strategic plan for replacement of roadside trees has been developed and is presented in the landscape plan incorporated in the Streetscape and Urban Design Strategy (refer to Appendix A.2). At Mary Fix Creek north of the Port Credit GO Station, the absence of replanting areas in the immediate creek reach may result in investigation of off-site opportunities in cooperation with CVC;

- Designate and enforce construction staging and equipment refuelling areas;

- Install appropriate erosion and sediment control in areas where sedimentation could potentially affect vegetation not scheduled for removal;

- Implement stormwater management measures in accordance with stormwater management plans to minimize adverse effects to runoff water quality, and provide peak flow controls that will benefit nearby natural features;

- The movement of construction machinery will be limited to within the boundaries of the R.O.W and operated in a manner that minimizes damage to adjacent vegetation;

- Roots and branches, if damaged or requiring pruning/trimming, will be treated using approved horticultural methods;

- Engage in tree management, as needed, to remove any potentially hazardous trees along new wooded edges, and maintain forest health and balance;

- Trees felled will be dropped to fall within the R.O.W. to avoid damage to the remaining vegetation, where practicable;

- Retain dead standing trees in natural areas, where possible, as long as there is no safety hazard;

- Wherever possible, construction activities will be restricted within the dripline of all trees not required for removal;

- No rare or endangered species have been identified within the study area. Specimens of rare or otherwise significant species, if observed, would be
transplanted in nearby compatible habitat, where practical. The survival rate of any relocated rare and endangered species will also be monitored periodically;

- Utilize native species for identified restoration areas;
- Where practicable, use only native species for landscaping efforts along the LRT R.O.W.;
- Provide dense edge plantings in areas of fresh forest edge exposure to protect from drying winds, sun exposure (dessication and spread of invasive sun-tolerant plant species), and salt spray. These plantings may constitute an exception to the native species mandate, since non-native conifers may provide better screening/protection than native options;
- Return R.O.W. to pre-construction conditions, where possible;
- Provide environmental site inspection during key construction periods and at key locations to ensure environmental protection/re-vegetation measures are implemented and working and any required remedial action is undertaken; and
- Check plantings of woody and herbaceous vegetation periodically for a period of two years to ensure an acceptable survival rate.

**Monitoring**

Environmental site inspections will be required during key construction periods and at key locations to ensure environmental protection/re-vegetation measures are implemented and working and any required remedial action is undertaken. If species at risk are identified within the influence zone of construction activities, MNR will be contacted to determine how specimens of such species should be treated.

Plantings of woody and herbaceous vegetation will be checked periodically for a period of two years to ensure an acceptable survival rate.

Construction of the HMLRT project may result in some degree of encroachment upon existing trees along the Corridor. To mitigate the impact associated with this encroachment, the project aims to ensure that, at a minimum, a ratio of 3:1 for all the trees over 300mm DIA, 2:1 for all trees 150-300mm DIA and 1:1 for all trees with DIA less than 150mm, is applied to ensure the total number of street trees along the Corridor post-construction exceeds the number that exists today.

Additionally, the project aims to apply the following mitigation measures to minimize the number of trees that are removed:

- Use of permeable paving with tree grates and continuous tree pits where possible.

The project is being designed to support the opportunity to plant robust and beautiful trees and other plantings wherever feasible along the Corridor. For instance, trees will be planted along the streetscape to improve the quality of the experience for pedestrians and transit users, particularly in close proximity to LRT stops. Additionally, low shrub, perennial and grasses at select locations within the central roadway median, and adjacent to LRT stops.

A number of performance objectives will support the design and planning of street trees and other plantings along the corridor. For instance, the aim is to:
• Establish healthy plant environments along the corridor that meet the urban design planting standards of the municipality.

• Plant materials that provide diversity, seasonal colour, shade, and the ability to withstand harsh urban conditions.

• Ensure the planting medium is considered in the design and development of plant pits along the corridor. Urban plant pits typically do not contain soil volumes to support healthy plant growth. Soil volume, quality, compaction and depth must be considered when planting trees.

• Where applicable, provide sustainable, low maintenance irrigation.

5.3 Development (City Building) Activities

5.3.1 Adjacent Property Fabric and Land Use

5.3.1.1 Introduction

The transit corridor runs along Hurontario Street in Mississauga and Main Street in Brampton and generally from Downtown Brampton in the north to Lake Ontario in the south, looping through Mississauga Downtown Core. The study area, which includes a 500 m catchment area on each side of Hurontario Street, encompasses approximately 1,086 gross ha (2,684 gross ac).

The transit corridor encompasses portions of the urban growth centres identified for Brampton and Mississauga in the Growth Plan for the Greater Golden Horseshoe (GGH)\(^3\). These urban growth centres are planned to achieve a combined minimum density of 200 population and jobs per Ha by 2031.

The Regional Transportation Plan, prepared by Metrolinx, has identified five mobility hubs within the corridor. These hubs are to be major transit station areas with high development potential. There are two types: gateway hubs and anchor Hubs. Gateway hubs have two criteria; they are located at the interchange between two or more current or planned regional rapid transit lines and have a forecast combined number of boardings and alightings of 4,500 or more by 2031 for the peak morning period. Within 800 m of these hubs, the forecast density is expected to be a least 10,000 residents and jobs combined\(^4\).

Anchor hubs are primary major transit stations that are located within an urban growth centre. These hubs are expected to encompass major regional destinations such as major institutions, employment centers, town centres or regional shopping centres. They have the potential to attract and accommodate new growth and development and would act as anchors of the regional transportation system.

Of the five hubs planned for the corridor, three are gateway and two are anchor as follows:

• Downtown Brampton (Anchor Hub);

• Hurontario and Steeles (Gateway Hub);


\(^4\) The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA). 2008.
• Mississauga Downtown Core (Anchor Hub);
• Cooksville GO (Gateway Hub); and
• Port Credit GO (Gateway Hub).

The 2008 Hurontario/Main Street Master Plan Report (Master Plan Report) was prepared for the Cities of Brampton and Mississauga to develop a Corridor Master Plan integrating rapid transit, land use and enhanced urban design for the study area. The 2010 report segmented the study area along the alignment of the proposed route into Character Areas which are listed below from north to south:

• Brampton Downtown;
• Main Street South Heritage Area;
• Brampton Gateway;
• Gateway Corporate Centre (formerly Mississauga Employment Area);
• Eglinton-Bristol;
• Mississauga Downtown Core (Mississauga City Centre);
• Downtown Fairview;
• Downtown Cooksville;
• Downtown Hospital; and
• Mineola;

Figure 11 and Figure 12 summarize the geographic boundary of the study by character area. Table 7 and Table 8 summarize forecast population and employment growth within the study area by character area in accordance with the Master Plan Report. These population figures are used herein when describing existing population and employment as well as future growth trends for each of the character areas within the study area. It is noted that for some character areas, existing population and employment may be overstated because they appear to incorporate a larger area than the character areas.

With a 2008 population of almost 184,000, the study area accounts for approximately 16% of the total combined population of Mississauga and Brampton. With respect to employment, there were an estimated 117,000 jobs in the study area as of 2008 which accounted for approximately 18% of the total employment of Mississauga and Brampton. Significant growth is anticipated along the corridor over the next two decades with population and employment forecast to increase by 59,000 persons and 31,500 jobs. This represents approximately 18% and 16%, respectively, of the population and employment increase for the City of Brampton and Mississauga combined.

In terms of the geographic distribution of forecast population growth, the Eglinton-Bristol and Mississauga Downtown core are forecast to experience close to half (48%) of the projected population growth within the study area. Employment growth is anticipated to be largely directed towards the Gateway Corporate Centre and Mississauga Downtown, accounting for approximately 72% of forecast new jobs within the study area from 2008 to 2031.
The following provides a description of the existing conditions within each of the character areas, including a brief geographic description; major land use characteristics and key properties/recreational features, as applicable and anticipated changes in land uses. Particular emphasis is given to properties that front onto Hurontario Street and Main Street.

Figure 11: HMLRT Corridor Character Areas - North Section
Figure 12: HMLRT Corridor Character Areas - South Section
### Table 7: Population and Employment within the Study Area

<table>
<thead>
<tr>
<th>Character Area</th>
<th>2008</th>
<th>2031</th>
<th>Change</th>
<th>2008</th>
<th>2031</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Pop'n</td>
<td>% of study area</td>
<td>Pop'n</td>
<td>% of study area</td>
<td>Pop'n</td>
<td>% Increase</td>
</tr>
<tr>
<td>Brampton Downtown</td>
<td>4,700</td>
<td>2.6%</td>
<td>10,200</td>
<td>4.2%</td>
<td>5,500</td>
<td>117%</td>
</tr>
<tr>
<td>Main Street South Heritage Area</td>
<td>9,820</td>
<td>5.3%</td>
<td>11,300</td>
<td>4.7%</td>
<td>1,480</td>
<td>15%</td>
</tr>
<tr>
<td>Brampton Gateway</td>
<td>14,550</td>
<td>7.9%</td>
<td>21,050</td>
<td>8.7%</td>
<td>6,500</td>
<td>45%</td>
</tr>
<tr>
<td>Mississauga Employment</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>N/A</td>
</tr>
<tr>
<td>Eglington-Bristol</td>
<td>62,530</td>
<td>34.1%</td>
<td>68,550</td>
<td>28.2%</td>
<td>6,020</td>
<td>10%</td>
</tr>
<tr>
<td>Downtown Core (City Centre)</td>
<td>24,870</td>
<td>13.5%</td>
<td>47,450</td>
<td>19.5%</td>
<td>22,580</td>
<td>91%</td>
</tr>
<tr>
<td>Downtown Fairview</td>
<td>20,700</td>
<td>11.3%</td>
<td>22,400</td>
<td>9.2%</td>
<td>1,700</td>
<td>8%</td>
</tr>
<tr>
<td>Downtown Cooksville</td>
<td>10,690</td>
<td>5.8%</td>
<td>21,800</td>
<td>9.0%</td>
<td>11,110</td>
<td>104%</td>
</tr>
<tr>
<td>Downtown Hospital</td>
<td>14,210</td>
<td>7.7%</td>
<td>16,150</td>
<td>6.7%</td>
<td>1,940</td>
<td>14%</td>
</tr>
<tr>
<td>Mineola</td>
<td>9,720</td>
<td>5.3%</td>
<td>10,200</td>
<td>4.2%</td>
<td>480</td>
<td>5%</td>
</tr>
<tr>
<td>Port Credit</td>
<td>11,800</td>
<td>6.4%</td>
<td>13,700</td>
<td>5.6%</td>
<td>1,900</td>
<td>16%</td>
</tr>
<tr>
<td>Total Study Area</td>
<td>183,590</td>
<td>100.0%</td>
<td>242,800</td>
<td>100.0%</td>
<td>59,210</td>
<td>32%</td>
</tr>
</tbody>
</table>

*Source: Hurontario/Main Street Master Plan Report Pg 252*

### Table 8: Share of Population/Employment within the Study Area to Total Mississauga/Brampton

<table>
<thead>
<tr>
<th>Character Area</th>
<th>2008</th>
<th>2031</th>
<th>Change</th>
<th>2008</th>
<th>2031</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Pop'n</td>
<td>Percentage Increase</td>
<td>Annual Growth Rate</td>
<td>Emp.</td>
<td>Percentage Increase</td>
<td>Annual Growth Rate</td>
</tr>
<tr>
<td>Study Area Total</td>
<td>183,590</td>
<td>242,800</td>
<td>59,210</td>
<td>32%</td>
<td>1.2%</td>
<td>117,230</td>
</tr>
<tr>
<td>City of Brampton Total</td>
<td>459,919</td>
<td>695,945</td>
<td>236,026</td>
<td>51%</td>
<td>1.8%</td>
<td>196,700</td>
</tr>
<tr>
<td>City of Mississauga Total</td>
<td>723,000</td>
<td>812,000</td>
<td>89,000</td>
<td>12%</td>
<td>0.5%</td>
<td>450,000</td>
</tr>
<tr>
<td>Total</td>
<td>1,182,919</td>
<td>1,507,945</td>
<td>325,026</td>
<td>27%</td>
<td>1.1%</td>
<td>646,700</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Character Area</th>
<th>2008</th>
<th>2031</th>
<th>Change</th>
<th>2008</th>
<th>2031</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Pop'n</td>
<td>Percentage Increase</td>
<td>Annual Growth Rate</td>
<td>Emp.</td>
<td>Percentage Increase</td>
<td>Annual Growth Rate</td>
</tr>
<tr>
<td>Study Area as a % of Mississauga/Brampton Total</td>
<td>15.5%</td>
<td>16.1%</td>
<td>18.2%</td>
<td>18.1%</td>
<td>17.7%</td>
<td>16.1%</td>
</tr>
</tbody>
</table>

5.3.1.2 Brampton Downtown

This character area is generally bounded by Church and Market Streets to the north and Wellington Street to the south. As this is the northern terminus of the LRT line, the route is planned to turn west to the Brampton GO station, between the GO rail line and Church Street. An LRT stop is planned for the transit terminal, which includes Brampton bus, and GO rail and bus transit interfaces. A second LRT stop is planned for the intersection of Queen and Main Street, which will be determined through conceptual design phase discussions with stakeholders.

Institutional and public uses along Main Street in this area include Brampton City Hall and an adjacent cenotaph, the Brampton Downtown transit terminal, the Brampton GO station, the Rose Theatre and several churches. Further away from Main Street are the Brampton YMCA and the Four Corners Public Library.

A number of commercial establishments, including retail stores, restaurants and personal services front onto Main Street. The mix of residential uses ranges from high density to single family homes and includes apartments above ground floor commercial uses. There exists limited road right-of-way in this area due to the close set back of many of the existing buildings.

This character area is within the Historic Downtown precinct area, which is the western section of the Central Area of Brampton that runs along Queen Street. The character area encompasses the historic Four Corners at Queen Street and Main Street. The Master Plan notes that the intersection of Main Street and Queen Street is the heart of the City of Brampton and a key area for intensification and redevelopment in the City of Brampton and is part of the City’s Urban Growth Centre.

The Downtown Core contains rich built and cultural heritage that will be preserved and enhanced to reinforce its function as a destination and primary location for business, shopping, dining, entertainment, cultural venues and program. The Downtown offers civic, institutional, cultural, and entertainment facilities, supported by residential, commercial and employment functions which support a vibrant and growing urban core. Regular events held in the Downtown Area such as the Farmers’ Market, Rotary Rib ‘n’ Roll, the Santa Claus and Flower City Parades, Brampton’s Multicultural Festival, and Films in Garden Square contribute to the place-making role of the Downtown. A number of these events, such as the Farmers’ Market and the parades, involve the closure of Main St. at certain times. For example, from mid-June to early October, Main St. from Nelson St. W. to Wellington St. is closed each Saturday to accommodate the Farmers’ Market.

Within this area the transit terminal and GO transit station are recognized as a focus for integrating transit and high density development into the existing pedestrian friendly environment. Building on this vision, the Metrolinx Regional Transportation Plan has identified an Anchor Hub for Downtown Brampton.

This character area covers less than 1 km of the proposed route, making it one of the smallest segments in terms of length. In accordance with the Master Plan Report, approximately 4,700 people live within the Downtown area. This area also serves as a
major employment hub for the City of Brampton accommodating approximately 5,700 jobs which are largely concentrated in business service, retail, health care, public administration. However, the area also accommodates numerous small businesses with roughly 80% of the existing businesses within this area employing less than 10 employees.

As summarized in Table 7, Downtown Brampton is forecast to experience the highest annual rate of population and employment growth of the eleven character areas, with an annual population and employment growth rate from 2008 to 2031 of 3.4% and 2.1%, respectively. In terms of growth share, Brampton Downtown is forecast to accommodate approximately 9% and 11% population and employment growth forecast for the entire Hurontario corridor. A number of studies are underway in Downtown Brampton, assessing the planning design and environmental factors to be incorporated into the vision.

### 5.3.1.3 Main Street South Heritage Area

This character area is bounded by Wellington Street at the north and Charolais Boulevard to the south. It covers approximately 2.3 km of the route. LRT stops are planned for Charolais Boulevard and Nanwood Drive. LRT stop locations have been determined through conceptual design phase discussions with stakeholders.

Uses along this segment of the corridor include Gage Park, a church, open space and trails, a funeral home and the Peel Art Gallery Museum and Archives. Gage Park, which is located immediately south of the City Hall is a key feature of the Downtown and attracts users from the entire City. It provides opportunities for rollerblading, picnicking, concerts and special events. In the winter, the park operates a temperature-controlled skating trail. Single family homes front onto the corridor at the north end and there are low rise apartments on the west side in the centre portion. The greatest concentration of non-residential development is found at the Brampton Mall site located at the northeast corner of Nanwood Drive and Main Street, with a range of tenants, including a major grocery store, a drug store chain and a bank.

Within this character area is an extensive park system. Parkland and open space features front onto the corridor at the two locations where the Etobicoke Creek crosses Main Street. Much of the area fronting onto Main Street south of the northern Etobicoke Creek crossing is parkland, with trails that form part of the City’s Etobicoke Creek trail, an extensive, major recreational facility that runs from south of Steeles Avenue to Mayfield Road (approximately 20 km).

This area is largely comprised of residential uses with minimal commercial and institutional employment. According to the Master Plan Report, this area has a population and employment base of 9,800 and 840, respectively. Employment within this area is concentrated in retail followed by business services. The area is largely comprised of small businesses with less than 10 employees.

The population within this character area is forecast to reach approximately 11,300 by 2031, an increase of approximately 1,500 persons from 2008 to 2031, or just under 3% of the total population growth forecast for the corridor. Between 2008 and 2031, employment growth within this character area is forecast to increase modestly by approximately 200 employees.

The Master Plan indicates that the vision for this area is to maintain the existing heritage and park like character. The Main Street South corridor is currently in the process of being designated as a ‘Heritage Conservation District’ under Part V of the Ontario Heritage
Act. Little redevelopment is anticipated, particularly at the north end. Some residential intensification is contemplated at Charolais Boulevard in the form of a senior citizens’ residence. The potential exists for the creation of a mini transit node near the existing Brampton Mall at Nanwood Drive. The Master Plan indicates that the vision for this area is to maintain the existing heritage and park like character. Little redevelopment is anticipated, particularly at the north end. The northern portion of this character area (to Harold St.) is currently in the process of being designated as a ‘Heritage Conservation District’ under Part V of the Ontario Heritage Act. No LRT stops are planned to be located within this conservation district. Some residential intensification is contemplated at Charolais Boulevard in the form of a senior citizens’ residence. The potential exists for the creation of a mini transit node near the existing Brampton Mall at Nanwood Drive.

** Brampton Gateway**

This character area is bounded by Charolais Boulevard at the north and just north of the Brampton/Mississauga boundary at the south. This area covers 3 kms of the route. Four LRT stops fall within this segment of the route, including Charolais, Shoppers World (Steeles Avenue) Sir Lou Drive and Ray Lawson.

The existing population base of this area is approximately 14,600, which represents approximately 8% of the population for the entire corridor. Residential uses along Main Street are largely medium and high density, with limited single family residences fronting onto the corridor. There are also a number of parks along the corridor connected by the Brampton Etobicoke Creek Trail. Other recreational uses include a driving range at the south end along the Highway 407 Corridor.

The Brampton Gateway employment area accommodates approximately 5,000 employees which account for roughly 4% of the employment base along the corridor. Close to 50% of the employment within this area is institutional, while the remaining half is largely made up of retail and business service uses. Institutional uses along the corridor include Peel Regional Police Headquarters, two Provincial Court Houses, a fire station and a church. There are a number of office buildings, including offices related to the nearby court facilities, as well as several retail plazas and shopping centres, the most significant of which is Shoppers World Brampton, which is currently undergoing redevelopment and intensification. By 2031, this area is forecast to reach a population of approximately 21,000, which represents a steady annual growth rate of 1.6%. Employment within this area is also forecast to steadily increase to 7,800 by 2031, an increase of 2,800 or 1.9% annual employment growth.

As indicated in the Master Plan Report, the vision for this character area is to transform Shoppers World and other single-use retail properties into a vibrant mixed use transit-oriented development. The existing transit terminal located at the southwest corner of Shoppers World has been relocated to the southeast corner so that it fronts on the corner of Main Street and Steeles Avenue. This intersection has been identified as the centre of a Gateway Hub in the Metrolinx Regional Transportation Plan and is intended to be a major pedestrian orientated neighbourhood. A secondary transit-oriented neighbourhood area, based on a predominantly office and institutional core, is to be developed between Steeles Avenue and Highway 407.

This character area is bounded by Charolais Boulevard at the north and just north of the Brampton/Mississauga boundary at the south. This area covers 3 kms of the route. Four
LRT stops fall within this segment of the route, including Charolais, Shoppers World (Steeles Avenue) Sir Lou Drive and Ray Lawson.

The existing population base of this area is approximately 14,600, which represents approximately 8% of the population for the entire corridor. Residential uses along Main Street are largely medium and high density, with limited single family residences fronting onto the corridor. There are also a number of parks along the corridor connected by the Brampton Etobicoke Creek Trail. Other recreational uses include a driving range at the south end along the Highway 407 Corridor.

The Brampton Gateway employment area accommodates approximately 5,000 employees which account for roughly 4% of the employment base along the corridor. Close to 50% of the employment within this area is institutional, while the remaining half is largely made up of retail and business service uses. Institutional uses along the corridor include Peel Regional Police Headquarters, two Provincial Court Houses, a fire station and a church. There are a number of office buildings, including offices related to the nearby court facilities, as well as several retail plazas and shopping centres, the most significant of which is Shoppers World Brampton, which is currently undergoing redevelopment and intensification. By 2031, this area is forecast to reach a population of approximately 26,000, which represents a steady annual growth rate of 1.6%. Employment within this area is also forecast to steadily increase to 7,800 by 2031, an increase of 2,800 or 1.9% annual employment growth.

As indicated in the Master Plan Report, the vision for this character area is to transform Shoppers World and other single-use retail properties into a vibrant mixed use transit-oriented development. The existing transit terminal located at the southwest corner of Shoppers World has been relocated to the southeast corner so that it fronts on the corner of Main Street and Steeles Avenue. This intersection has been identified as the centre of a Gateway Hub in the Metrolinx Regional Transportation Plan and is intended to be a major pedestrian oriented neighbourhood. A secondary transit-oriented neighbourhood area, based on a predominantly office and institutional core, is to be developed between Steeles Avenue and Highway 407.

5.3.1.4 Gateway Corporate Centre

This character area is bounded to the north by the Brampton/Mississauga municipal boundary just south of Highway 407 and to the south at a point just south of Matheson Boulevard. This is the largest of the character areas, covering over 5 km of the route due to the noise restrictions for sensitive land issues (e.g. residential imposed by the Greater Toronto Airports Authority). Land uses in this area are entirely non-residential. Highway 401 transects this area, with an interchange at Hurontario Street. A total of five LRT stops are planned for this area, including at the north end, just south of Highway 407 and the intersections of Derry Road, Courtneypark Drive, Britannia Road, and Matheson Boulevard.

Between the Brampton/Mississauga Boundary and Highway 401, this area is largely comprised of offices and commercial uses such as hotels and restaurants. Other uses include a fitness centre; the Mississauga Entertainment Centre with restaurants, a theatre, and indoor miniature golf; and the German Canadian Club. Further back from the corridor are light industrial and warehousing/distribution uses.

South of Highway 401, the area transitions to a largely office district with some retail/restaurant uses. Institutional uses include head offices of the Peel District and
Dufferin-Peel Catholic District School Boards and other non-residential uses including gas stations, retail plazas, banks and offices.

This character area is a major office and employment corridor with vacant developable land, particularly north of Highway 401. Its boundaries generally correspond with those of the Gateway Corporate Centre, one of four Corporate Centres identified in the Mississauga’s Official Plan. Corporate Centres are planned to develop with a mix of employment uses, with a focus on office development and uses with high employment densities.

Within the boundaries of the Gateway Corporate Centre as of 2011, there were 109 ha of vacant land, which accounted for 32% of the total land area. The Master Plan Report indicates that the vision for this area is the creation of a “premier office commercial and employment corridor supported by four nodes of accessory retail, commercial, recreation and institutional uses focused around the major transit stations”. Warehousing, storage and industrial uses are not permitted on lands that front onto Hurontario Street.

The existing employment base in this character area is 59,300, which accounts for over half of the total employment in the study area. By 2031, the Gateway Corporate Centre is forecast to reach approximately 71,700 jobs, which represents an employment increase of over 11,000 jobs. This area is anticipated to accommodate approximately 36% of the total employment growth forecast for the entire study area from 2008 to 2031.

5.3.1.5 Eglinton-Bristol

This character area begins south of Matheson Boulevard at the north and ends at Highway 403 at the south. Commercial uses along the corridor include gas stations, offices, low density retail plazas, banks and restaurants. There is a church fronting onto Hurontario Street and a high school set back one lot from the corridor on Bristol Road West. Also along the corridor is a mix of high rise residential buildings with heights that range from 8 to 35 storeys, medium-density townhouse developments, 6- to 10-storey commercial buildings and single storey retail plazas. There are several parcels of vacant/undeveloped land along the corridor. LRT stops are planned for the intersections with Bristol Road and Eglinton Avenue.

According to the Master Plan, the intersection of Hurontario Street and Eglinton Avenue is one of the busiest in the City. It is intended that a primary transit oriented node be created at this location. A secondary node is planned for the area of Hurontario and Bristol that would provide a transition between the employment areas to the north and the city centre to the south. Within these nodes, mixed uses are planned, including business, office, retail, cafe, restaurant and cultural uses as well as substantial residential uses. In addition, the Master Plan notes that new development should include additional public open spaces, recreational parks and public squares and plazas.

The Eglinton-Bristol character area is the most populated of the character areas. With approximately 62,500 residents, it accounts for approximately 34% of the population for the entire corridor. The population for this area is forecast to increase to approximately 68,600, or 6,000 persons, which represents a modest annual growth rate of 0.4%. Employment in this area is forecast to increase from 6,200 jobs in 2008 to approximately 7,700 jobs in 2031, an increase of approximately 1,500 or 1.0% annually.

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The southern portion of this character area encompasses the City of Mississauga’s Uptown Major Node, centred on Eglinton Avenue and Hurontario Street. Within that area, apartment units make up 86% of the housing stock, with townhouse units comprising a further 13%\(^6\). It should be noted that this portion of the character area contains much higher average densities than the portion to the north. Within this node, the largest employment sector is Accommodation and Food Services (17% of total jobs), Professional, Scientific and Technical Services (15%) and Finance and Insurance (13%). Most of the employment in the character area is within the Uptown Major Node with the exception of the retail plaza at Bristol and several institutional uses.

This node is a stable area containing a mix of high density apartments, townhouses, office and commercial uses, with the potential for additional significant high density residential development north of Eglinton Avenue on both side of Hurontario Street\(^7\).

### 5.3.1.6 Downtown Core (City Centre)

The northern boundary of this character area is Highway 403 and the southern boundary is Elm Drive where it crosses Hurontario Street. This character area is part of the City of Mississauga’s Downtown Core Character Area. Within the City’s Downtown 21 Master Plan, the proposed LRT route will loop to the west along Burnhamthorpe and Rathburn and north along Duke of York Boulevard. LRT stops are proposed for each of these streets as well as at Burnhamthorpe Road/Matthews Gate on Hurontario Street. This character area is also within the City’s Urban Growth Centre and is the site of one of two Anchor Mobility Hubs identified by the Metrolinx Regional Transportation Plan for this corridor. The Downtown 21 Master Plan report describes this area as the heart of the transit corridor and the heart of the City of Mississauga. The City of Mississauga’s Official Plan also identifies this area as the heart of the City and notes that it contains many of the City’s cultural and institutional centres, including the Civic Centre, Celebration Square, the Living Arts Centre, the Central Library, the YMCA, the City Centre Transit Terminal and the recently constructed Mississauga campus of Sheridan College. Square One, a regional shopping centre, is also located within this area, as are a number of free standing restaurants, stores and private recreational uses, such as a multi-screen theatre and the Playdium. There are a number of high rise office towers and residential buildings along the corridor.

This area accommodates a high concentration of the City’s office space comprising approximately 3.2 million sq. ft. of major office buildings (buildings greater than 100,000 sq.ft), including Sussex Centre Phase I & II, PHH Centre, City Centre Plaza, Mississauga City Hall, Mississauga Executive Centre I, II, III and IV ). The two largest employment sectors within this area are Finance/Insurance and Professional/Science/Technical Services, each accounting for 18% of the total employment. Retail trade is the third largest sector, with 15% of the employment. Residential development within the Official Plan character area is exclusively medium and high density, with 99% of the housing stock comprised of units in apartments.

The Official Plan\(^8\) places a priority on mixed use and office developments with a pedestrian friendly environment. The objective is to transform this area from suburban to urban development with a walkable and human-scaled development incorporating arts and culture.

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\(^8\) *Mississauga Official Plan – Local Area Plan. March 2013.*
Downtown 21 builds upon the Official Plan and makes further refinements to the road and block structure of the Downtown to promote the continued evolution of a liveable, compact, accessible, sustainable Downtown centre. The long-term urban intensification of Downtown Mississauga is tied to the ability to serve it with high order transit.

With a population of almost 25,000 persons and 25,000 jobs, this character area is expected to see significant intensification. According to the Downtown 21 Master Plan, by 2031, this area is forecast to reach a population of approximately 56,700, which would more than double its current population. The employment base is also forecast to increase to approximately 34,300 by 2031, which represents a significant share of forecast employment growth along the Hurontario corridor study area.

This character area, which is part of the City of Mississauga’s Urban Growth Centre, begins at Elm Drive in the north and continues south to the St. Lawrence and Hudson Railway crossing in Cooksville. An LRT stop is planned at the intersection with Central Parkway Drive.

The Master Plan report notes that this character area is a major residential node. It represents a transition area between the Downtown Core to the north and Downtown Cooksville to the south. Existing land uses in this area include a mix of high density apartments, townhouses, singles and semi-detached residential units, as well as office and commercial uses. The headquarters of the City of Mississauga’s Fire Department are located along the corridor with Fire Station 101 at Fairview Road.

This character area is predominately residential and is home to 20,700 people. It also provides approximately 1,100 jobs, largely in the business services sector. Much of this character area falls within the boundaries of the City’s Downtown Fairview character area. In accordance with Focus on Mississauga 2012, 88% of the residential units in the OP character area are apartments. The balance is comprised of townhouses (10%) and single/semi-detached units (2%). The largest employment sectors are retail (43%); health care and social assistance (22%); education services (13%); and accommodation and food services (11%). Modest population and employment growth is forecast for this area over the next 20 years.

The City’s Official Plan provides for future intensification within 500 m of either side of Hurontario Street. The vision set out in the Master Plan report is for a mix of high density uses, particularly residential with retail uses at grade. This area will connect the anchor hub at the City Centre to the mobility hub at Downtown Cooksville.

5.3.1.7 Downtown Cooksville

The Cooksville character area is bounded by the St. Lawrence and Hudson Railway at the north and King Street in the south. Two LRT stops are planned within this area: one at the Cooksville GO station and the other at the intersection with Dundas Street. This area is part of the Urban Growth Centre for the City of Mississauga and its boundaries are largely within the Downtown Cooksville character area of the City’s Official Plan. The Metrolinx Regional Transportation Plan has identified a gateway mobility hub extending from the Cooksville GO Station to Dundas Street. The Mobility Hub study identified opportunities for redevelopment and intensification and considered transportation synergies with the future LRT line. As

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such, an increase in residential and commercial density has been endorsed to support the 
mixed-used pedestrian oriented hub.

Key non-residential land uses along the corridor include a secondary school, the Cooksville 
GO station, strip retail plazas and offices. Many of the offices house medical clinics and 
health related services reflecting the influence of the Trillium Health Centre located in the 
character area immediately to the south. Employment data within the Official Plan 
boundaries of the character area indicate that 25% of the jobs are in the Health Care and 
Social Services sector. Residential units are primarily high density with apartments 
accounting for approximately 95% of the housing stock within the boundaries of the Official 
Plan character area.

The existing population of 10,700 persons in 2008 has the potential to double by 2031, with 
a forecast of 21,800 persons. This increase accounts for approximately 19% of the total 
potential population increase within the entire Hurontario Corridor study area. The existing 
employment base for this area is estimated at approximately 3,200 and is largely comprised 
of business service uses. Employment within this area is expected to increase modestly to 
3,800 jobs in 2031, or 0.8% annually. Within this area there is potential for additional office, 
commercial and high density apartments.

5.3.1.8 Downtown Hospital

This character area is bounded by King Street to the north and the Queen Elizabeth Way to 
the south. LRT stops are planned for the Queensway and the North Service Road. This 
area is also part of the Urban Growth Centre for the City of Mississauga. Its boundaries are 
somewhat consistent with the Downtown Hospital character area of the City’s Official Plan, 
particularly the north and south boundaries.

The Trillium Health Centre and Leisure World Caregiving Centre for Seniors represent the 
two largest employers within this character area. Other occupied lands along the Hurontario 
corridor include two churches, a fire station (Fire Station 110 just north of Queensway on the 
west side), an elementary school, a funeral home, strip retail and office uses, including a 
number of medical clinics. Residential uses include both high and low density apartments.

By 2031, the population within this area is forecast to increase modestly by an additional 
2,000 persons. Employment growth is for this area is forecast to increase by approximately 
1,600 jobs, which represents a steady increase of approximately 1.0% annual growth. The 
vision for this area, as articulated in the Master Plan report, is to transform this area into a 
pedestrian and transit oriented neighbourhood.

5.3.1.9 Mineola

The Mineola character area is bounded by the Queen Elizabeth Way on the north to the Port 
Credit Go Station. An LRT stop is planned for Mineola Road. The area is predominantly 
residential with single family homes, some of which front directly onto the corridor, others 
which back onto the corridor. Non-residential uses along the corridor include low density 
businesses and personal services, some of which are located in converted single family 
dwellings. The majority of these businesses are small in size with less than 10 employees. A 
medium density office building is located along the corridor at the north end. Institutional

---

uses include the Port Credit GO Station and an OPP detachment on the South Service Road.

Described in the Master Plan as a stable residential area, it is intended that the existing character of Mineola be maintained. The 2008 population within the study area of 9,700 persons are expected to increase modestly to 10,200 in 2031. The 2008 employment base of 1,340 is also forecast to increase modestly by less than 100 jobs. Most of the area will be maintained as low density residential and office development. A portion of the north area on the east side of Hurontario is designated for medium density development.
Figure 13: City of Mississauga Land Use Plan and General HMLRT Study Area
Figure 14: City of Brampton General Land Use Designations and General HMLRT Study Area
Potential Impacts and Proposed Mitigation

5.3.1.10 Land Use

The project was assessed against the following criteria with respect to land use impacts:

- Potential to assist in achieving overall land use objectives with respect to intensification, diversity, neighbourhood enhancement and renewal, and redevelopment to higher and better uses; and

- Potential to support economic viability of existing land uses and regional destinations in, and adjacent to, the HMLRT corridor.

In many North American cities, investment in light rail transit infrastructure has become an important way to revitalize urban areas, reduce congestion and foster healthy lifestyles. In addition to these social and environmental benefits, investment in light rail transit infrastructure can also translate into significant economic drivers of future population and employment growth. A review of comparable projects suggests that light rail systems have consistently delivered long-term positive economic impacts on property values, investment activity and employment growth.

While the construction of highways and large scale roads may reduce the value of proximal residential real estate, LRT typically has the opposite impact. Increased connectivity reduces automobile use and improved aesthetics increase residential property values. This, in turn, attracts commercial and retail development, further driving up the cost of land and increasing intensification opportunities. Furthermore, light rail represents a key component of municipal infrastructure, helping to establish or support the respective long-term visions developed for the City of Mississauga and the City of Brampton.

Establishment of an LRT service can stimulate opportunities for the development of a wider variety of housing choices, helping to build a diverse population looking for an urban lifestyle. It is envisaged that the HMLRT project will also open up opportunities for public investment and the evolution of neighbourhood identities, building on distinct district visions outlined in local area plans. These factors both contribute to increased demand for land and support the economic viability of the highest and best uses.

Since contemplation of the HMLRT project, there has been significant development activity along the transit corridor. Running from Downtown Brampton in the north through downtown Mississauga to the Port Credit area in the south, the study area encompasses approximately 2,684 gross hectares. While the transit project will certainly have positive impacts beyond the immediate study area, for the purposes of this study, an assessment of development activity is limited to the 500 m buffer area established on each side of the LRT corridor. Table 9 outlines the number of housing units and commercial space gross floor area (m²) under review in Mississauga and Brampton along the proposed corridor.
The Hurontario/Main Street Corridor Master Plan Report (Master Plan Report) presented a strategy for integrating rapid transit, land use and enhanced urban design for the study area. The 2010 report segmented the study area along the alignment of the proposed route into character areas which are listed below from south to north:

- Mineola;
- Downtown Hospital;
- Downtown Cooksville;
- Downtown Fairview;
- Mississauga Downtown Core (Mississauga City Centre);
- Eglinton-Bristol;
- Mississauga Employment Area (Gateway Corporate Centre);
- Brampton Gateway;
- Main Street South Heritage Area; and
- Brampton Downtown.

With the exception of the Port Credit area, a summary of current development activity for each character area has been included. All projects in the Official Plan Amendment, Zoning By-law Amendment or Site Plan Approvals stage. This includes a list of projects, the proposed land use, project description and current stage of development.

Plans for the LRT have been integrated into master plans and have influenced policy objectives in each of the character areas. A high level overview of the vision for each character area and the role of the LRT service is provided below.

Policies in the Official Plans of both cities reflect the principles of the Growth Plan and support intensification along the Hurontario Corridor. The Hurontario Corridor LRT will play a critical role in providing a connection between the two UGC’s and existing infrastructure at all GO Transit stations/facilities.

**Mineola**

There is one proposed LRT stop in the Mineola character area, located at Mineola Road West. Development activity in the Mineola area is predominantly commercial office, with some low density residential. The “Mineola Neighbourhood Character Area Policies of
Mississauga Official Plan includes Special Site 2 policies which deal with the frontage lands along the Hurontario Street Corridor, north and south of Mineola Road and permits detached dwellings and limited office commercial uses. District Policies of Mississauga Plan”, updated in 2012, outlines specific policies for the Hurontario Corridor under Special Policy Site 2, envisioning the Hurontario corridor with low density commercial, retail and residential. All buildings used for office or residential purposes are to maintain a residential appearance that is compatible with the surrounding residential area and are not to exceed 420 square metres.

Table 10: Mineola Development Applications

<table>
<thead>
<tr>
<th>Application Type</th>
<th>Date of Application</th>
<th>Map ID</th>
<th>Project Location</th>
<th>Use</th>
<th>Residential Use Component</th>
<th>Number of Housing Units</th>
<th>Non-Residential Use Component</th>
<th>GFA (sq.m)</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>OZ/OPA</td>
<td>24-Oct-07</td>
<td>OZ/OPA7/21</td>
<td>West Side of Hurontario Street, South of Indian Valley Trail</td>
<td>Commercial Office</td>
<td>Commercial Office</td>
<td>467</td>
<td>To permit office and residential uses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SP</td>
<td>27-Apr-12</td>
<td>SP/12/84</td>
<td>NW Corner of Hurontario Street &amp; Indian Valley Trail</td>
<td>Commercial Office</td>
<td>Commercial Office</td>
<td>215</td>
<td>Medical office within existing building</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SP</td>
<td>01-Mar-13</td>
<td>SP/13/43</td>
<td>East Side of Hurontario Street, South of QEW</td>
<td></td>
<td></td>
<td></td>
<td>Addition to existing commercial plaza (Cousin's Gourmet Market)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M/OPA</td>
<td>04-Aug-11</td>
<td>M/OPA7/107</td>
<td>West Side of Hurontario Street, South of Indian Valley Trail</td>
<td></td>
<td></td>
<td></td>
<td>Mineola District-Amend Special Site 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SP</td>
<td>23-Apr-13</td>
<td>SP/13/75</td>
<td>North of CNR, West of Hurontario Street</td>
<td>Residential</td>
<td>Single Family Dwelling</td>
<td>1</td>
<td>New 2-storey dwelling on vacant lot - severance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPM</td>
<td>05-Dec-11</td>
<td>SPM/11/180</td>
<td>North of Mineola Road East, East of Hurontario Street</td>
<td>Residential</td>
<td>Single Family Dwelling</td>
<td></td>
<td>1-storey front and rear additions to existing 1-storey dwelling</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td>1</td>
<td>682</td>
</tr>
</tbody>
</table>

Figure 15: Development Activity in Mineola

Hospital
The Hospital character area has significant residential development activity, which will allow the area to capitalize on the North Service Road and Queensway LRT stops. The Trillium Health centre is to act as the impetus for a pedestrian and transit oriented neighbourhood, supported by low and high density residential and a mix of office and retail. Refer to Table 11 and Figure 16.
Table 11: Development Applications in Hospital

<table>
<thead>
<tr>
<th>Application Type</th>
<th>Date of Application</th>
<th>Project Location</th>
<th>Use</th>
<th>Residential Use Component</th>
<th>Number of Housing Units</th>
<th>Non-Residential Use Component</th>
<th>GFA (sq.m)</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>OZ/OPA</td>
<td>OZ/OPA/12/3</td>
<td>2114, 2124 &amp; 2130 Hurontario Street and 2095, 2107, 2113 &amp; 2121 Grange Drive</td>
<td>Residential Component</td>
<td>Row House/ Apartment</td>
<td>20/559 Retail</td>
<td>812</td>
<td>2 condominium towers and horizontal multiple dwellings</td>
<td></td>
</tr>
<tr>
<td>SPM</td>
<td>SPM/11/66</td>
<td>2106 Grange Drive</td>
<td>Mixed Use Addition</td>
<td>2nd story addition over existing garage, new front porch/entry</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OZ</td>
<td>OZ/12/2</td>
<td>2167 Gordon Drive</td>
<td>Residential Detached Dwellings</td>
<td>8</td>
<td>812</td>
<td>Eight detached dwelling units on common element condominium road</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The area is currently seeing a development mix of low and high density residential, which will support the character area vision of a walkable neighbourhood. There are 8 detached dwellings, 20 townhomes and 559 apartments proposed. Ground floor retail of 812 square metres, lining the 2 condominium towers proposed, will endorse activity on the street and an enhanced public realm.

Figure 16: Development Activity in Hospital

Cooksville

The two transit nodes in Cooksville – the Dundas Street LRT stop and the Cooksville GO Station – have provided a foundation for significant development activity in the district.

Metrolinx, in partnership with the City of Mississauga, completed the Cooksville GO Mobility Hub Study in November 2011. The Mobility Hub study identified opportunities for redevelopment and intensification and considered transportation synergies with the future LRT line. As such, an increase in residential and commercial density has been endorsed to support the mixed-used pedestrian oriented hub. See below Table 12 and Figure 17.
### Table 12: Development Applications in Cooksville

<table>
<thead>
<tr>
<th>Application Type</th>
<th>Date of Application</th>
<th>Map ID</th>
<th>Project Location</th>
<th>Use Component</th>
<th>Number of Housing Units</th>
<th>Non-Residential Use Component</th>
<th>GFA (sq.m)</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>OZ/OPA</td>
<td>07-Dec-07</td>
<td>99-100+Dundas St. W.</td>
<td>Residential</td>
<td>Townhouse/ Apartment</td>
<td>151</td>
<td>37-storey residential building with grade related retail fronting Dundas Street West, and an 8-storey residential bldg.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OZ/OPA</td>
<td>26-Nov-10</td>
<td>89-95+Dundas St. W. and 98 Agnes St.</td>
<td>Mixed Use</td>
<td>Apartments</td>
<td>252</td>
<td>28,091</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SP</td>
<td>06-Jun-03</td>
<td>3034 Kirwin Ave</td>
<td>Hotel</td>
<td>Hotel</td>
<td>9,568</td>
<td>40 storey and 22 storey hotel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPM</td>
<td>10-Feb-12</td>
<td>60 Agnes Street</td>
<td>Mixed Use</td>
<td>Convert existing detached dwelling to allow for office (travel agency) and residential uses</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPM</td>
<td>13-Jan-12</td>
<td>3209 Hurontario Street</td>
<td>Institutional</td>
<td>New GO station surface parking lot</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPM</td>
<td>13-Jan-12</td>
<td>3209 Hurontario Street</td>
<td>Institutional</td>
<td>New GO station surface parking lot</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPM</td>
<td>13-Jan-12</td>
<td>3200 Hurontario Street</td>
<td>Institutional</td>
<td>New GO parking lot</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H-OZ</td>
<td>14-May-12</td>
<td>Site Address: 100 City Centre Drive</td>
<td>Commercial</td>
<td>Retail</td>
<td>600</td>
<td>Expansion to Square One shopping centre, replace 152 surface parking spots with 6,673 sq. m. of retail.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

In total, there are 127 townhomes, 24 live/work units, and 252 apartments proposed. With respect to commercial, there are 38,259 square metres in the development process, comprised of 600 square metres of retail, 9,568 square metres of hotel and 28,091 square metres of commercial office. It has been noted that there has been some speculation in Cooksville, with land prices rising and substantial turnover, according to the Toronto Real Estate Board (TREB).

**Figure 17: Development Activity in Cooksville**

**Fairview**

The Central Parkway and Matthews Gate LRT stops will be located in the Fairview area. These stops together will support primarily residential development, with an increasing neighbourhood retail component. Increasing densities and retail at grade will help to form a walkable community between Cooksville and Downtown Mississauga.
**Downtown Mississauga**

An overarching development framework for Downtown Mississauga was established by the Downtown 21 Plan. The goal is to establish the “Core’s role as the primary location for major office, with the highest concentration of retail commercial, mixed use, civic and cultural uses.”

A foundational component of the Downtown 21 Plan is the proposal for a new transportation framework within the Downtown. One of the core principles of the plan promotes development of a multi-modal system focused on improving walking, cycling and transit options. The Downtown 21 Plan envisages the Downtown as an urban centre with nine districts, each bringing a distinct character and mix of uses (refer to Figure 18). The planned LRT routing helps to build on each vision, connecting people to jobs efficiently. The four planned LRT stops in the Plan place all of Downtown Mississauga within a five-minute walk of a transit station.

**Figure 18: Future Downtown Districts**

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**Eglinton Bristol**

Eglinton Bristol has established a vision that supports a predominantly residential community, complemented by neighbourhood retail. It has been identified as a Major Node in the Mississauga Official Plan. Two stops are planned, one at Eglinton Avenue and one at Bristol Road (Table 13).

---

Table 13: Development Applications in Eglinton Bristol

<table>
<thead>
<tr>
<th>Application Type</th>
<th>Map ID</th>
<th>Project Location</th>
<th>Use</th>
<th>Residential Use Component</th>
<th>Number of Housing Units</th>
<th>GFA (sq.m)</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>OZ/OPA</td>
<td>OZ/OPA/9/1</td>
<td>1840 - 2250 Eglinton Ave. W.</td>
<td>Residential Row House/Apartment</td>
<td>7937</td>
<td>N/A</td>
<td>Residential Row House/Apartment 7937 sqm</td>
<td></td>
</tr>
<tr>
<td>OZ/OPA</td>
<td>OZ/OPA/31</td>
<td>5981 Hurontario St, north of Eglinton Avenue</td>
<td>Residential Row House/Apartment</td>
<td>80/1323 Retail 8,000 sqm</td>
<td>N/A</td>
<td>Residential Row House/Apartment 80/1323 Retail 8,000 sqm</td>
<td></td>
</tr>
<tr>
<td>SP</td>
<td>SP/12/80</td>
<td>5150 Eglinton Avenue West</td>
<td>Residential Townhomes</td>
<td>100</td>
<td>N/A</td>
<td>Residential Townhomes 100 sqm</td>
<td></td>
</tr>
<tr>
<td>SP</td>
<td>SP/12/36</td>
<td>5908 Hurontario Street</td>
<td>Commercial Retail 250</td>
<td>250</td>
<td>N/A</td>
<td>Commercial Retail 250 sqm New upgraded gas station pumps, canopy and convenience building</td>
<td></td>
</tr>
<tr>
<td>SP</td>
<td>SP/12/23</td>
<td>5651 Hurontario Street</td>
<td>Commercial Retail 94</td>
<td>94</td>
<td>N/A</td>
<td>Commercial Retail 94 sqm Addition of freestanding drive through-only restaurant to existing gas barrier wash facility</td>
<td></td>
</tr>
</tbody>
</table>

Development activity supports this vision with a total of 1,859 residential units under review. This includes 159 townhomes which will offer a balance of residential unit types to accommodate a diverse population.

**Gateway Corporate Centre**

The vision for the Gateway Corporate Centre (Mississauga Employment) area centres around the intensification of commercial space to capitalize on the planned LRT stops: Derry Road; Matheson Boulevard; Britannia Road; Courtneypark; and Highway 407. See Table 14 and Figure 19.

The City of Mississauga is proposing to rezone lands to support high density office space from Matheson north to Highway 407. Approval for the zoning change is currently underway, with final approval slated for the end of 2013.

Table 14: Development Applications in Gateway Corporate Centre

<table>
<thead>
<tr>
<th>Application Type</th>
<th>Date of Application</th>
<th>Map ID</th>
<th>Project Location</th>
<th>Use</th>
<th>Residential Use Component</th>
<th>Number of Housing Units</th>
<th>GFA (sq.m)</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>OZ/OPA</td>
<td>OZ/OPA/33/35</td>
<td>11-Jul-03</td>
<td>South West Corner of Derry Rd and Hurontario Street</td>
<td>Commercial Office/Retail</td>
<td>31,401/24,476 Mixed-use development</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OZ/OPA</td>
<td>OZ/OPA/11/18</td>
<td>06-Dec-11</td>
<td>NW corner Derry Road East and Hurontario Street</td>
<td>Commercial Retail 757</td>
<td>N/A</td>
<td>Proposal for an automotive repair facility</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SP</td>
<td>SP/12/134</td>
<td>29-Jun-12</td>
<td>Site Address: 80 Standish Court</td>
<td>Office</td>
<td>34,930 Office building</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SP</td>
<td>SP/12/132</td>
<td>28-Jun-12</td>
<td>216 Export Blvd</td>
<td>Commercial Office 8,666</td>
<td>N/A</td>
<td>2-storey office building w/ underground parking garage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OZ</td>
<td>OZ/12/2</td>
<td>13-Feb-12</td>
<td>2767 Gordon Drive</td>
<td>Commercial Detached Dwellings</td>
<td>N/A</td>
<td>Eight detached dwelling units on common element condominium road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OZ</td>
<td>OZ/881/25 Phase - 2</td>
<td>28-Dec-88</td>
<td>Phase 2 Derry Ten Ltd. (formerly Joseph Todd)</td>
<td>Commercial Office 77,220 Commercial office block</td>
<td>N/A</td>
<td>Commercial office block</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

In total, 152,226 square metres of office space is proposed within the employment lands, along with 25,233 square metres of retail space.
Brampton Gateway
The Brampton Gateway will support three LRT stops in addition to the Highway 407 stop: Sir Lou Drive; Gateway Terminal; and Ray Lawson. The Brampton Gateway vision is to transform the existing auto-oriented uses into a mixed used, higher density, transit oriented development. This will mean promotion of a full range of commercial, retail, office, cultural, entertainment development, along with live-work townhouses, medium and high density residential uses and related community facilities and infrastructure, all within walkable distance to reduce automobile dependency.

Table 15: Development Applications in Brampton Gateway

<table>
<thead>
<tr>
<th>Date of Application</th>
<th>Project ID</th>
<th>Application Type</th>
<th>Project Location</th>
<th>Use</th>
<th>Residential Use Component</th>
<th>Number of Housing Units</th>
<th>Non-Residential Use Component</th>
<th>GFA (sq.m)</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul-11</td>
<td>SP11-040.000</td>
<td>Site Plan</td>
<td>Shoppers World Transit Terminal</td>
<td>Transit Terminal</td>
<td>Institutional</td>
<td>545</td>
<td>Transit Terminal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr-11</td>
<td>SP11-027.000</td>
<td>Site Plan</td>
<td>Northeast quadrant of Hurontario St and County Crt Blvd</td>
<td>Office Building</td>
<td>Commercial Office</td>
<td>6,676</td>
<td>Seven storeys, 6,676 sq.m.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td>7,781</td>
<td></td>
</tr>
</tbody>
</table>

Currently, there are 7,781 square metres of commercial and institutional space proposed for this corridor (refer to Table 15). One high density project, a commercial office tower with six storeys, is proposed in the area.

Brampton Main South
Brampton Main South Character Area will have two LRT stops, supported by a mini-transit node with substantial green space. The goal for this area is to maintain the existing heritage and park-like character, while incorporating the LRT line. There is limited development
anticipated for this area, in order to preserve the existing natural and cultural heritage environments. See Table 16.

Table 16: Development Applications in Brampton Main South

<table>
<thead>
<tr>
<th>Date of Application</th>
<th>Project ID</th>
<th>Application Type</th>
<th>Project Location</th>
<th>Use</th>
<th>Residential Use Component</th>
<th>Number of Housing Units</th>
<th>Non-Residential Use Component</th>
<th>GFA (sq.m)</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>May-13</td>
<td>C01W02.018</td>
<td>OPA/ZBA</td>
<td>221 &amp; 225 Main Street</td>
<td>High Density Residential:</td>
<td>153</td>
<td>Seniors' residences</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dec-12</td>
<td>C01E04.011</td>
<td>ZBA/OPA</td>
<td>17 Clarence</td>
<td>Townhouses</td>
<td>16</td>
<td>Townhouses</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The goal for this area is to maintain the existing heritage and park-like character, while incorporating the LRT line. There is limited development anticipated for this area, in order to preserve the existing natural and cultural heritage environments.

**Brampton Downtown**

The vision for Downtown Brampton is to build upon the existing character and sense of place, conserving cultural heritage resources, including buildings, structures, streetscapes, and landscapes. A mobility hub in the area will include the Brampton GO Transit Station and the interfacing proposed LRT stop. The mobility hub will support continued expansion of transportation linkages in the Brampton Gateway and Brampton Main South. Refer to Table 17.

Table 17: Development Applications in Brampton Downtown

<table>
<thead>
<tr>
<th>Date of Application</th>
<th>Project ID</th>
<th>Application Type</th>
<th>Project Location</th>
<th>Use</th>
<th>Residential Use Component</th>
<th>Number of Housing Units</th>
<th>Non-Residential Use Component</th>
<th>GFA (sq.m)</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nov-04</td>
<td>C01E06.051</td>
<td>ZBA</td>
<td>122 Main St N (NE corner Main and Nelson)</td>
<td>Mixed Use - Residential, Office, Hotel and Retail</td>
<td>333</td>
<td>Commercial Office</td>
<td>2,000</td>
<td>17 storeys with 333 apartment/hotel units and 2000 m² of commercial/office</td>
<td></td>
</tr>
</tbody>
</table>

**Conclusion**

Each of the character areas are experiencing development activity along the proposed LRT corridor. The identity of each neighbourhood will continue to evolve as Local Area Plan policy and the development community interact to increase intensification and endorse a mixed-use development pattern. Some areas will remain predominantly residential, such as Mineola, but will likely see increased intensification. Some areas will remain predominantly residential, such as Mineola, but areas such as Cooksville are experiencing increased mixed-use development, enhancing objectives for a pedestrian-oriented lifestyle. Some areas, such as Cooksville, are experiencing increased mixed-use development, enhancing objectives for a pedestrian-oriented lifestyle.

**Economic Benefits/Effects**

The project was assessed against the following criteria with respect to economic impacts:

- Impacts to the local economy;
- Impacts to individual business operations;
• Changes in employment opportunities; and
• Changes in property values.

The anticipated impacts to the local economy of an LRT on Hurontario Street and Main Street were considered in several studies, with findings outlined in two reports, the “Hurontario/Main Street Rapid Transit Benefits Case”\textsuperscript{13} and the “Business Case Analysis” prepared as part of the Hurontario/Main Street Corridor Master Plan Report\textsuperscript{14}. In both reports, the analyses included comparison of the relative benefits of an LRT to a BRT and to the base case. In addition, the findings for an LRT were based on assumptions regarding a preliminary configuration that may be somewhat different from what is currently proposed.

**Construction and Operation Impacts**

Economic benefits and effects will occur during both the construction and operation of the LRT.

**During Construction**

The most significant short term economic benefit of the proposal is the creation of employment during the construction phase. The June 2010 Benefits Case prepared for Metrolinx, which compared the relative benefits of three transit options, estimated that the construction of an LRT from Port Credit to Downtown Brampton would generate 4,500 person years of direct employment associated with the construction activities and a further 2,500 person years of indirect employment at businesses providing goods and services to the construction project.

Much of the proposed alignment will be located within existing rights-of-way; however, property acquisition (including full and partial takings from approximately 140 properties) will be required at a number of locations. Several business operations will be displaced to accommodate the alignment, including a bakery/restaurant and a beauty salon in Downtown Brampton at the southwest corner of Main Street and Church Street. In addition, the LRT alignment will require the acquisition of a portion of certain properties elsewhere in the study area that are occupied by businesses. The majority of the other land takings are not significant and represent less than 5% of the land area. In many cases, the land is publicly owned; however, there are several instances where the partial takings will reduce parking and land for storage. For example, land occupied by commercial businesses on the east and west side of Hurontario Street, just south of Steeles Avenue, will be acquired, including a portion of the site of the gas station on the southwest corner of this intersection. There are several non-residential properties for which the amount of land to be acquired represents 5% or more of the total land area of the site. These properties include a medical office, a nail salon, a day care and Mississauga Fire Station 101/Fire Department Headquarters.

During construction, temporary access restrictions, temporary loss of parking and nuisance impacts, such as noise and dust, may occur. These impacts have the potential to disrupt business operations and are discussed in other sections of this report. Mitigation measures to minimize negative effects are discussed below.

\textsuperscript{13} Hurontario/Main Street Rapid Transit Benefits Case, Final Report, June 2010. Steer Davies Gleave.

\textsuperscript{14} Hurontario/Main Street Corridor Master Plan Report, Appendix 11A: Business Case Analysis, MMM Group Limited, February, 2010.
During Operation

Generally, the proposed LRT service is anticipated to result in a positive net impact to the local economy and businesses along the route. In addition to construction employment and local spending discussed above, these benefits will be created as a result of improved transportation for employees and customers, as well as increased densities that can be accommodated as a result of the improved transit network. Further, the enhancements to the streetscape along the alignment are expected to increase the attractiveness of the commercial areas for tenants and customers. The additional transit riders and convenience of access will result in additional customers for commercial establishments, including stores, restaurants and personal services. The presence of the LRT can also be expected to increase the profile of the Hurontario-Main Street corridor as a regional destination.

The Benefits Case Study referenced above identified a number of long-term economic impacts that would be created by the LRT service, including benefits to businesses, residents in the area and property owners. Business benefits will vary depending on the nature of the business, but are generally characterized as improved regional competitiveness due to lower costs. These savings are expected to result from access to a larger labour market and reduced shipping/delivery times as a result of reduced road congestion and improved access for employees. This is expected to be of particular benefit to businesses located within the Gateway Corporate Centre (between Highway 401 and Highway 407), in part because of their distance from residential areas.

The Benefits Case Study, which was prepared as a comparison of the benefits of LRT versus Bus Rapid Transit (BRT) versus a combined LRT/BRT route, found that while LRT was the highest cost option (capital and operating costs), the operation of an LRT service along Hurontario/Main Street would produce the greatest benefits for all of the factors considered, including benefits for transportation users, the environment, economic development and social community. The report concluded that an investment in LRT in the Hurontario/Main corridor would “generate significant benefits and support Mississauga and Brampton’s broader objectives to revitalize, redevelop and reshape its most significant north-south corridor”.

The benefits created for transportation users, as measured in terms of travel time savings, automobile operating cost savings, safety benefits and qualitative transportation benefits such as reliability and passenger comfort, were found to be greatest for the LRT option. In measuring economic development and social community benefits, it was concluded that the LRT option demonstrated “a greater ability to attract investment and redevelopment”.

The Benefits Case Study also forecast increases in property values (uplift) in the vicinity of rapid transit stops, based on experience in other jurisdictions that had installed rapid transit facilities. In the case of LRT, it was estimated that residential and commercial property values would increase in the range of 2 to 4% on average within 500 m of each stop. A separate study, the “Business Case Analysis,” prepared as part of the Hurontario/Main Street Corridor Master Plan, forecasts somewhat higher increases in property values for certain land uses, based on a detailed assessment of the study area. It was anticipated that retail, office and apartment property classes would likely experience the greatest gains. Overall, the establishment of an LRT service was forecast to result in a significant increase in tax assessment. The economic uplift (which excludes the value of development relocated from elsewhere as its base value) was estimated at $1.8 Billion by 2031. The highest
growth in assessment, in absolute terms, was forecast for the areas in the vicinity of Sir Lou/Ray Lawson and the Mississauga Downtown Core.

Benefits for residents, as cited in the Benefits Case Study, include travel time savings, particularly for those accessing the LRT line, and decreased vehicle operating costs as a result of less congestion that might otherwise be experienced in the absence of LRT.

For most of the businesses in the commercial areas along the alignment, there will be minimal or no negative impact during the operation of the LRT; however, there are some locations where changes in access and loss of on-street parking will occur. Access changes will typically involve the elimination of left turns into and out of certain individual properties. These access changes will affect certain commercial properties with direct frontage onto Hurontario Street within the following character areas:

- Mineola – (all properties on the west side and properties on the east side north of Mineola Road);
- Downtown Hospital - all properties;
- Downtown Cookville – most properties south of the Cooksville GO station, including a retail plaza north of Bristol Road and Andrika Court;
- Downtown Fairview – several properties along the west side north of Central Parkway;
- Eglinton-Bristol – retail plaza north of Eglinton Avenue and Andrika Court;
- Gateway Corporate Centre – properties south of World Drive, an office development north of Courtneypark Drive (east side) and property north of Kingsway Drive to Topflight Drive;
- Brampton Gateway – north of Sir Lou Drive on the west side; and
- Main Street South Heritage Area – north of Charolais Boulevard on the west side (south of Elgin Drive) and properties along the east side from Elgin Drive north to the north Etobicoke Creek crossing, including the retail plaza north of Nanwood Drive.

Two business areas of special interest that are likely to be affected both positively and negatively during the construction and operation of the LRT service are discussed below.

**Downtown Mississauga**

The operation of the LRT service within the Downtown Mississauga area is expected to provide positive impacts as a result of improved transportation services for residents of this high density area, as well as improved access to commercial establishments. The availability of rapid transit for both residents living in the area and customers patronizing businesses will alleviate congestion that would otherwise worsen as additional development occurs.

The potential for impacts to businesses in the Square One area during construction is a concern due to the high volume of traffic in this area and the number of access roads that will be directly affected by construction. The alignment is planned to be located on three
sides of Square One Shopping Centre and has the potential to affect businesses on this property, as well as those in the surrounding area.

Once operational, a minor negative effect as a result of loss of on-street parking is expected to be offset by the increase in visitors arriving by transit.

**Downtown Brampton**

As with other local commercial areas along the corridor, the LRT service is expected to draw more visitors to this area and provide improved access for transit riders to reach this commercial centre. This will result in additional customers for area businesses.

Downtown Brampton is the site of a number of cultural and recreational events, such as the outdoor skating rink, the Rose Theatre and a range of special events (parades, markets, concerts and performances) that are staged within the Downtown. The most significant event is the Farmers’ Market, which is held on Main Street between Wellington Street and Nelson Street every Saturday from mid-June to Thanksgiving. The Hurontario-Main LRT is designed to allow for short turn operations that can accommodate these kinds of occasional or recurring events. During construction of the LRT, events like the market and parades that occur within the Main Street right-of-way will have to be relocated. Brampton will also be looking at the broader vision for the Downtown to coordinate related activities, including new development, accommodation of events such as the Farmers’ Market, and enhanced rapid transit service.

For a portion of the alignment through Downtown Brampton from Queen Street north to Nelson Street/Theatre Lane, current on-site parking will be eliminated. This will result in the loss of approximately 30 spaces. A further 10 spaces in the segment between Wellington Street and Queen Street will also be removed. It is expected that this loss will be offset to some extent by the increase in visitors arriving by transit, as well as the availability of parking in City parking garages constructed at 41 George Street.

**Maintenance and Storage Facility**

There are no anticipated economic or planning impacts associated with the proposed maintenance and storage facility. No business operations will be displaced and there are no redevelopment plans for the proposed site. There is a tenant-occupied residential unit on Infrastructure Ontario lands that will be displaced.

**Mitigation Measures and Net Effects**

Property/business acquisition required for this project will be undertaken by the Cities of Mississauga and Brampton and Metrolinx, with the objective being to ensure that individual rights are respected and protected, and to provide fair compensation within the framework of the cities’ and provincial policies and associated legislative instruments governing the acquisition of property. The acquisition process emphasizes negotiation on a willing seller, willing buyer basis and the achievement of a mutually satisfactory agreement between the municipality/Province and the owner. If necessary, expropriation may be required to acquire the necessary property in a timely and efficient manner.

Property currently owned by provincial agencies will be transferred to, or acquired by, the project proponent at the earliest opportunity in keeping with prevailing provincial requirements and practices. Any residential leases on provincial lands will be terminated in adherence with provincial legislation and practices.
Businesses displaced as a result of expropriation will be eligible for compensation to offset moving and relocation costs. In order to mitigate the effects of the displacement, it is recommended that the cities’ Economic Development Departments work with the affected business owners to find alternative locations in the local area that can accommodate the individual requirements of the operations displaced.

In order to mitigate the negative effects associated with construction, it is recommended that, where possible, construction activities, including road closures during key shopping periods such as December and July/August, be minimized. This is a particular concern for Downtown Mississauga, which is the site of a regional shopping centre.

In Downtown Brampton, the LRT is designed to allow for short turn operations that can accommodate these kinds of occasional or recurring events. During construction of the LRT, events like the market and parades that occur within the Main Street right-of-way will have to be relocated. Brampton will also be looking at the broader vision for the downtown to coordinate related activities including new development, accommodation of events such as the Farmers’ Market, and enhanced rapid transit service.

The Cities of Mississauga and Brampton and Metrolinx, are committed to staging and scheduling construction in a manner that reduces temporary impacts during the construction period. A communication protocol with area businesses will be established, in order to ensure that concerns regarding construction activities are addressed in a timely manner so that impacts can be reduced, where possible. Other measures to reduce construction impacts include provision of alternative parking in the area at similar rates; public notifications and signage to indicate that businesses will continue to operate during construction; and marketing campaigns to encourage people to continue to come to the area during construction and to draw customers back once construction is completed. In addition, wherever possible, construction activities related to the LRT will be co-ordinated to coincide with other required infrastructure works to ensure that the construction disruption period is minimized for local business areas.

It is expected that nuisance impacts will be minimized to the extent possible with good construction practices, as discussed in other sections of this report. In order to mitigate some of the effects, it is planned that construction along right-of-ways be staged where possible, to limit the duration of negative effects and that circumstances where roads are closed entirely to vehicle access be minimized.

**Monitoring**

With respect to long-term monitoring, planning within the Places to Grow policy environment requires comprehensive programs to monitor the various targets contained within the Growth Plan. Beyond monitoring for Growth Plan purposes, the municipal Official Plans identify monitoring and measuring performance of the Official Plan as critical to determine if:

- the assumptions of the Official Plan remain valid;
- the implementation of the policies are fulfilling the overall goals and objectives of the Official Plan;
- growth targets are being met; and
• the priorities identified in the Official Plan remain constant or require change.

Official Plan monitoring is carried out through statutory 5-year official plan reviews to evaluate whether the goals and objectives of the Plan are being met and remain relevant. The more detailed policy direction is also monitored through Local Area Plan reviews. The cities also actively monitor housing starts to track new development, and monitor intensification to track whether city objectives and provincial targets are being met. Monitoring of economic activity and investment is done where city programs are in effect. Such monitoring can be established to track economic impacts in the LRT corridor over time.

In the latter regard, in the short term, it is recommended that the cities monitor business impacts within the active areas of construction, to determine if significant impacts on sales are experienced, to identify any changes in employment and potential business closures during construction in Downtown Brampton as well as impacts due to changes in access along the rest of corridor. This monitoring will allow the cities to identify any additional mitigation measures that may be required.

5.4 Community Well-Being

5.4.1 Quality of Life (Health and Safety)

This project has adopted a complete street approach to the design of the HMLRT Corridor, which provides a range of benefits to support improved quality of life for local residents, employees and visitors who may use or otherwise interact with the Project.

Introducing Complete Streets

Planning for a complete street means aiming to create a balance between all modes of movement, by providing space, and amenities to encourage walking, cycling, and transit, in addition to vehicles. The aim is to achieve a safe, attractive, and comfortable environment, particularly for pedestrians. The design of the street may differ from area to area, to align with the diverse range of places along the corridor, such as busy urban centres, and quiet residential neighbourhoods.

Safety and Social Benefits

Complete Streets are designed, in part, to improve safety. Studies suggest they create safer environments, particularly for pedestrians, than traditional automobile-oriented streets. Designing the street with pedestrians in mind—wider sidewalks, shorter intersection crossing distances, convenient transit stop placement, better lighting, traffic calming measures, and treatments for disabled travelers—all improve pedestrian, bicyclist and motorist safety.

Environment and Public Health Benefits

Complete Streets also offer public health benefits. For instance, by prioritizing space and amenities to support walking and cycling, complete streets may help individuals achieve regular exercise, in support of improved physical well being. The Public Health Agency of Canada recommends that Canadians exercise at least 30 minutes a day for maximum health benefits. This project aims to provide complete streets that provide for wider, safer, and more attractive sidewalks and cycling lanes that encourage residents to choose walking, running, cycling or other forms of active transportation.
Since active transportation modes produce little pollution, the Cities of Mississauga and Brampton may benefit from reduced levels of pollution along the HMLRT Corridor as a result of a modal shift away from single occupancy vehicles. In a similar way, The National Complete Streets Coalition (NCSC) estimates that if each driver replaced one car trip with one bike trip once a month, carbon dioxide emissions would be cut by about 3,400 tonnes per year.

5.4.2 Community Cohesiveness

The HMLRT corridor is characterized by a diverse range of neighbourhoods, rural and undeveloped farmland, natural heritage areas, and urban centres. To ensure the project achieves a cohesive fit with all of these places, a tailored approach to the design of the corridor has been adopted. More specifically, the following two strategies have been developed to mitigate any potential impacts to the perceived quality and cherished character of existing neighbourhoods, while directing transit oriented development and related intensification to more suitable areas of change:

- **Preserving the existing character:** The HMLRT project aims to preserve the existing character of areas where there is cherished cultural and/or landscape heritage (such as the Main Street Heritage Area and Mineola) by minimizing the impact of the LRT project wherever possible. For instance, in Heritage Brampton, the objective is to retain existing sidewalks, and street trees wherever possible, and minimize potential encroachment on adjacent properties. In addition, changes made to the streetscapes will be appropriate for all seasons and weather conditions.

- **Setting the stage for future development:** The HMLRT project also aims to encourage development at specific locations along the corridor as identified in the *Hurontario – Main LRT Corridor Master Plan*. On opening day, the HMLRT project will deliver critical elements to support the objectives of the project. For instance, infrastructure such as tracks, stops and their components, as well as targeted components of the streetscape such as lighting, sidewalks, and targeted landscaping.

Along the corridor, the existing degree of community cohesion varies significantly from place to place. For instance, some urban areas are well connected to the corridor, particularly where there is an established, and walkable, network of streets and blocks, with sidewalks, trails, and a continuous fabric of busy, and higher density developments.

Other areas reflect a much lower degree of community cohesion, particularly where the network of streets, sidewalks and/or trails do not frequently connect to the corridor. These areas reflect less than desirable walking distances to LRT stops and other key destinations. A corresponding impact is that many people, including residents, employees and visitors, choose to drive to such destinations, rather than walk or take transit, since the relative convenience is perceived to be better.

**Construction/Operations Impacts**

The project was assessed against the following criterion with respect to community cohesion:
• Potential to strengthen community cohesion through improved walkability and accessibility to active transportation corridors.

With respect to community cohesion, the introduction of light rail transit assists the cities towards achieving numerous objectives contained within the HMLRT Master Plan, and their broader policy frameworks. Through the introduction of new low-floor vehicles, frequent stops, and an urban-style approach, the Cities of Mississauga and Brampton aspire to build a modern, vibrant, and sustainable transit network that is integrated with the communities it serves. The vision aims to achieve a positive interface between transit infrastructure and the built environment to support an improved quality of life and healthy, sustainable, communities across both cities. In this respect, the introduction of LRT has the potential to enhance the quality of life for residents within the corridor influence area, and the Cities of Mississauga and Brampton as a whole by:

• Supporting a well-designed public realm that connects and enlivens communities;
• Planning for complete streets that provide a range of amenities to enhance pedestrian comfort and safety, and accommodate multi-modal movement, such as bike lanes, buses, LRT, and local traffic;
• Strengthening connections between public spaces and LRT transit facilities along the HMLRT Corridor; and
• Creating great places focused around transit facilities and key destinations.

Community cohesion will be enhanced through:

• The creation of Pedestrian Priority Areas along the corridor that facilitates and prioritizes the safe and comfortable movement of pedestrians and cyclists surrounding LRT stops and adjacent neighbourhoods and other major destinations. Pedestrian Priority Areas (PPA’s) apply to streets, crosswalks, and intersections typically within 100 m of the access to LRT stop platforms, or as otherwise designated through the Detailed Streetscape Design Recommendations in Part Four of the Streetscape and Urban Design Strategy (refer to Appendix A.2);
• Creation of well designed thresholds to celebrate and support the future vision of character areas and key destinations along the corridor. These areas of transition between the corridor and adjacent neighbourhoods will be expressed through elements of landscape architecture, public art, lighting, signage, and/or the architecture of LRT facilities and infrastructure;
• The provision of a safe, convenient, and continuous cycling routes along, and/or connecting to the HMLRT Corridor. A key objective is to promote transportation choice and offer a full, multi-modal urban environment; one that connects transit facilities to the communities they serve; and
• The inclusion of public art to support the creation or enhancement of valuable and meaningful public spaces that celebrate the cherished or future vision of neighbourhoods and key places along the corridor.
Some properties along the corridor will be impacted through temporary or permanent changes to access, or to their frontages. Temporary property needs may include working easements to facilitate construction; these will be identified during the Detail Design phase of the project. Property acquisition required for this project will be undertaken by the Cities of Mississauga and Brampton, or the final proponent agency, with the objective to ensure that individual rights are respected and protected, and to provide fair compensation within the framework of the Cities’ policies and associated legislative instruments governing the acquisition of property for this type of project.

**Mitigation Measures and Net Effects**

Based on the aforementioned benefits accruing with respect to improvements in community cohesion, no mitigation measures are deemed necessary.

**Monitoring**

No special monitoring program is proposed for assessing community cohesion. Expected benefits may be discernible as part of the monitoring of pedestrian and cycling facilities use, LRT system use, and business activity in the corridor.
References


Hurontario/Main Street Rapid Transit Benefits Case, Final Report, June 2010 prepared by Steer Davies Gleave.


There are a number of planned transit stops that are on the boundary between two character areas.

Two-Stage Turn Queue Boxes, National Association of City Transportation Officials (NACTO), http://nacto.org/cities-for-cycling/design-guide/intersection-treatments/two-stage-turn-queue-boxes/

