

Date: 2017-04-04

Subject: **Public Information Centre #1 - Queen Street Rapid Transit Master Plan from Downtown Brampton to Highway 50, IB.c**

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Recommendations:

1. That the report from Suzanne Connor, General Manager, Transit, dated April 4, 2017, to the Committee of Council Meeting of May 3, 2017, re: **Public Information Centre #1 – Queen Street Rapid Transit Master Plan from Downtown Brampton to Highway 50, IB.c**, be received; and

Overview:

- Queen Street is seen as an important corridor for longer-term revitalization and urbanized intensification and is a key arterial link to major centres beyond Brampton's boundaries. The City's vision for rapid transit in the Queen corridor is to evolve from existing ZUM bus service and introduce dedicated rapid transit between Downtown Brampton and the Vaughan Metropolitan Centre mobility hub/urban growth centre.
- In May of 2013, Metrolinx and City of Brampton staff collaborated to develop the Queen Street Corridor Benefits Costs Analysis (BCA). In June 2014, Council approved a report titled "Request to Begin Procurement - Purchasing By-law Section 4.0 - Consulting Services for the Development of the Queen Street Rapid Transit Master Plan from Downtown Brampton to Highway 50". In December 2015, City of Brampton retained HDR Incorporated to complete the study entitled "Queen Street Rapid Transit Master Plan from Downtown Brampton to Highway 50." In July 2016, the project was amended to include initial Downtown planning and design work linked to transit, setting the stage for a later full Mobility Hub Study.
- To date, the study project team has examined the existing conditions, and the opportunities and constraints along the Queen Street corridor. The project team has also completed the initial transportation modelling for the corridor.
- The Queen Street Transit Master Plan study has progressed to the point where formal consultation is required. Hosting the first Public Information Centre (PIC) on May 18, 2017 in the Atrium at City Hall will allow stakeholders to view potential alternatives and options, and an opportunity to provide comments and ideas regarding transit alternatives, active transportation, land use, traffic and other related issues.

6.2.3-2

- The project team anticipates that two (2) additional PIC's will be held as the study progresses. There will also be further engagement with Council through future reports and/or workshops.

Background:

Queen Street is seen as an important corridor for longer-term revitalization and urbanized intensification, and is a key arterial link to major centres beyond Brampton's boundaries. Queen Street is a major east-west arterial corridor through the City of Brampton, connecting in the east to Highway 7 in York Region.

The City's vision for rapid transit in the Queen corridor is to evolve from existing ZÜM bus service and introduce dedicated rapid transit between Downtown Brampton and the Vaughan Metropolitan Centre mobility hub/urban growth centre. Queen Street Rapid transit would interface with the Kitchener GO line and proposed Hurontario LRT in the west end, and with York Region Transit/VIVA and the TTC in the east end.

In May of 2013, Metrolinx and City of Brampton staff collaborated to develop the Queen Street Corridor Benefits Costs Analysis (BCA). This specific study evaluated four different options that proposed a combination of "running way" alternatives and vehicle technologies (LRT, BRT, etc.) to provide rapid transit along the Queen Street corridor. In addition, this specific study set the foundation for the next phases of planning, engineering and design.

On June 18, 2014 Council approved a report entitled "**Request to Begin Procurement - Purchasing By-law Section 4.0 - Consulting Services for the Development of the Queen Street Rapid Transit Master Plan from Downtown Brampton to Highway 50**". See Appendix A for map of the study area.

In October of 2015 the City of Brampton retained HDR Incorporated to develop a comprehensive Queen Street Transit Master Plan that will determine a preferred transit solution and provide the basis for subsequent detailed planning and environmental assessment exercises, and that will evaluate and recommend:

- a preferred rapid transit technology and alignment, generally between Downtown Brampton GO Station and Regional Road 50;
- multiple alignment options through Downtown Brampton, for consideration as part of other planning studies for the Central Area and the Downtown Mobility Hub and integration as appropriate with the Hurontario LRT;
- a multimodal transportation plan that addresses mobility and access for all users of the corridor;
- a supporting planning and urban design framework; and,
- an implementation strategy.

6.2.3-3

In order to progress work on the Queen Street Transit Master Plan, the scope of the project was expanded to include an urban design and planning review of the Downtown Brampton Mobility Hub area linked to the transit considerations (The Downtown Mobility Hub being the lands approximately within 800 metres of the Brampton GO Station). This work will inform a full Downtown Mobility Hub Master Plan, which is proposed to be initiated in the near future, in possible partnership with Metrolinx. The planning and design review is also being undertaken in coordination with other studies, including the Downtown Streetscape Study.

The Queen Street Transit Master Plan is following the master planning process described in the Municipal Engineers Association's Municipal Class Environmental Assessment. The project will involve transit planning, active transportation, urban design, and land use planning that will incorporate BRT or LRT options. The Master Plan process will satisfy Phases I and II of the Municipal Class EA process:

- Phase I: Assess the need for higher order transit
- Phase II: Identify and assess feasible higher-order transit options

This master plan will become the basis for future investigations for specific Schedule B and C projects and will follow Approach 1 of the Municipal Class EA process.

Current Situation:

To date, the project team has examined the existing conditions, and the opportunities and constraints along the Queen Street corridor including the Downtown Mobility Hub area. Using the City's latest population and employment forecasts, the project team has completed the initial transportation modelling for the corridor. The City is now at a point in the project where more formal public consultation is required. The objective of this public consultation is to:

- Provide a formal introduction to the project
- Present potential visions of the Queen Street Corridor and the Central Area
- Identify challenges and opportunities for the Queen Street Corridor and the Mobility Hub area
- Obtain public input on potential alternatives and options for each mode

To support this, a Public Information Centre (PIC) will be held on May 18, 2017 in the Atrium at City Hall. The PIC will be an open house format with stations for each character area, where participants can view a display with information, engage with staff, and be able to provide comments and ideas regarding transit alternatives, active transportation, land use, traffic and other related issues. Those not able to attend in person will be able to view and provide feedback on the content of the PIC online.

6.2.3-4

A notice providing the time and location of the PIC will be published in local newspapers and posted on the study website.

The project team anticipates that two (2) additional PIC's will be held as the study progresses. There will also be further engagement with Council through future reports and/or workshops.

Corporate Implications:

n/a

Strategic Plan:

This report achieves the Strategic Plan priorities by supporting the Growth Management initiatives of developing transit alternatives to help people move around the city, and reinforcing Brampton's Downtown and Central Area as the heart of the city.

Conclusion:

The Queen Street Transit Master Plan study has progressed to the point where formal consultation is required. Hosting the first Public Information Centre on May 18, 2017 in the Atrium at City Hall will allow stakeholders to view potential alternatives and options and an opportunity to engage with staff and provide comments and ideas regarding transit alternatives, active transportation, land use, traffic and other related issues for the Queen Street Corridor area, including the Downtown.

Approved by:

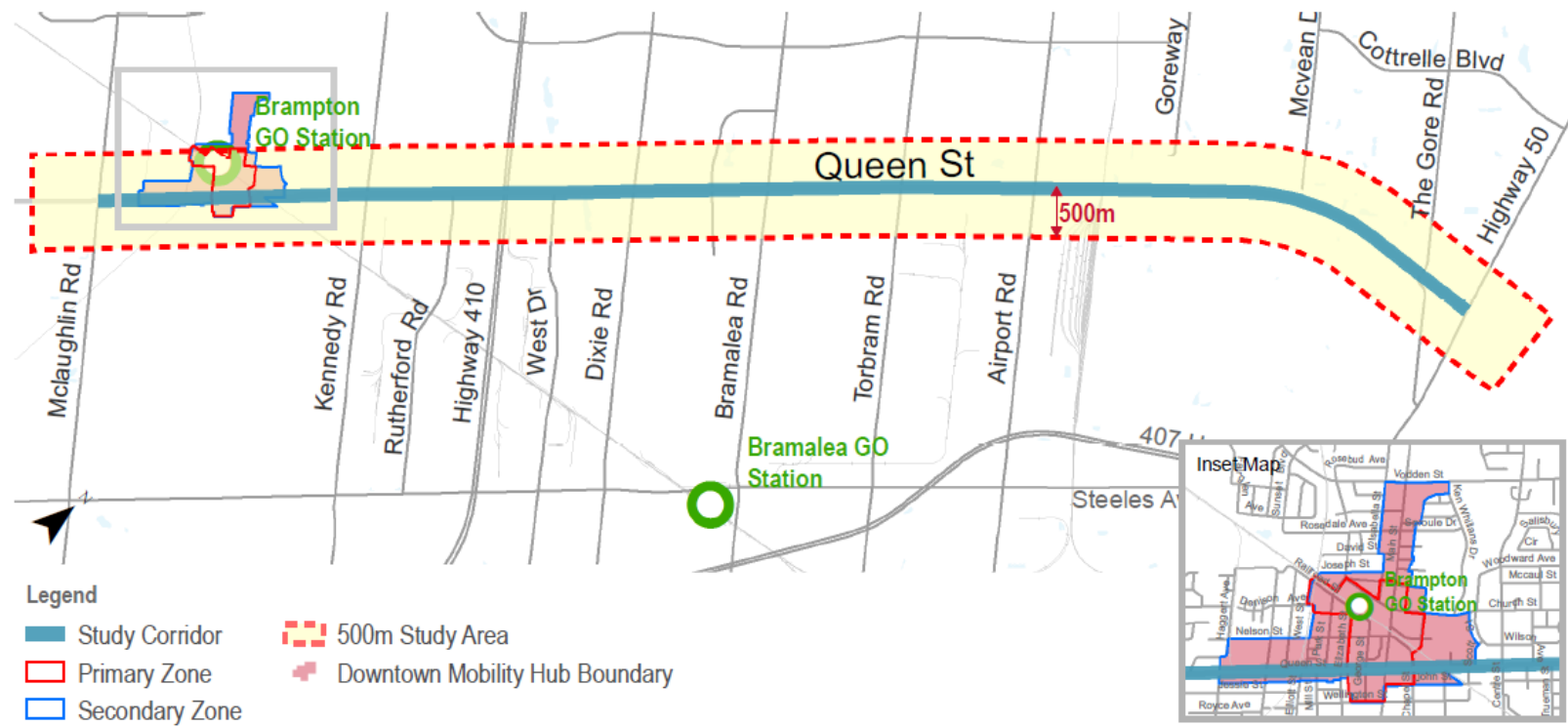
Suzanne Connor,
General Manager, Transit

Approved by:

Harry Schlange,
Chief Administrative Officer

Report authored by: Chris Lafleur, Planning Coordinator, Transit

6.2.3-5



APPENDIX A – STUDY AREA