

October 17, 2016

Chris Bejnar & Doug Bryden
Co-Chairs Citizens For a Better Brampton

Mr. Bejnar & Mr. Bryden,

RE: Light Rail Transit Extension (Alternative Routes) EA Study Terms of Reference

Further to your letters dated August 10, 2016 and September 26, 2016, the following provides further information about the Environmental Assessment (EA) study for the Light Rail Transit (LRT) Extension (Alternatives Routes) from the Gateway Terminal at Hurontario Street and Steeles Avenue to the Downtown Brampton GO station.

The Transit Project Assessment Process (TPAP) is the formal part of the overall EA process used to meet the EA requirements at the conclusion of the EA process for a transit project. However, prior to the initiation of TPAP, there is a significant amount of work that has to be completed including a number of provincially mandated studies. This Pre-TPAP work typically includes:

- Planning and technical studies such as natural heritage, built cultural heritage, archaeological, socio-economic, stormwater, streetscape/urban design, transportation/traffic, geotechnical, noise, etc.
- Business case analysis
- Preliminary design
- Public consultation
- Environmental Project Report (EPR) that includes a description of all above studies undertaken in relation to the project to assess the impacts on the natural, socio-economic, and cultural environments as well as transportation factors.

So while the formal TPAP is a six month process, the Pre-TPAP work outlined above in preparation for TPAP typically takes between two to three years to complete. This is the same process that was followed for the Hurontario-Main LRT as outlined below.

Hurontario-Main LRT

Table: Timeline of Hurontario LRT Project Phases

Project Phase	Duration
1. Hurontario-Main Street Corridor Master Plan	3 years
2. Hurontario LRT Preliminary Design & TPAP	
• Term of Reference and Consultant Retention	1 year
• Preliminary Design & Pre-TPAP work	2.5 years
• TPAP	0.5 year
Total	7 years

As shown in the table above, the Hurontario Main Street Corridor Master Plan study was undertaken prior to the preliminary design and TPAP phase of the project. The master plan determined the preferred rapid transit technology (LRT) for the corridor and contained several planning initiatives such as concepts for potential development, and a planning and urban design strategy. The master plan took approximately three years to complete.

During the Hurontario LRT Preliminary Design & TPAP phase, there was a significant amount of work required prior to initiation of the six-month TPAP. This Pre-TPAP work included planning and technical studies as listed earlier, preliminary design, business case analysis, and public consultation over a two and a half year period following the preparation of the EA Terms of Reference (ToR) and the retention of a consultant.

LRT Extension & Alternative Routes EA Study

Given that we are looking at other corridors outside of Main Street (Kennedy and McLaughlin), the LRT Extension (Alternative Routes) EA Study from the Gateway Terminal to the Brampton GO station will need to undertake all of the pre-TPAP studies mentioned above as well as some of the Master Plan work before the TPAP can be initiated. The EA study will consider Council's two factors previously identified for the most intensification opportunities in the central area, and the most economic benefit to Brampton as well as other evaluation criteria like those identified in CFBB's letter.

You may recall that during the October 27, 2015 Special Council meeting, Metrolinx mentioned that if another alternative LRT route was chosen, the City would need to start over and undertake much of the work completed for the Master Plan and the Preliminary Design & TPAP phases, which would take about five years to complete. However, as stated in the June 20, 2016 Planning & Infrastructure Service Committee report, City staff has tried to shorten the duration of this work, including some Master Plan work and the Preliminary Design & TPAP phase, to three years for EA completion once a consultant is retained.

Staff will be taking a report back to Council for funding and approval to begin the procurement process following the preparation of the EA ToR. Given the amount of information and input required from

affected agencies that needs to be included in the ToR, the timing of the report to Council is scheduled for late January to early February 2017. As is our standard practice for EA studies, the requirements of those affected agencies will be included in the ToR, which will include Toronto and Region Conservation Authority, Credit Valley Conservation Authority, Peel Region, Ministry of Natural Resources, Ministry of the Environment and Climate Change, Orangeville-Brampton Railway, etc. Following preparation of the ToR to include the agencies' requirements, the full scope of work for the EA study will be known and a cost estimate prepared for inclusion in a report to Council for approval in late January to early February 2017.

We trust this information clarifies the Transit Project Assessment Process and anticipated timelines for the LRT Extension (Alternative Routes) EA study.

Best Regards,



Chris Duyvestyn, P. Eng.
Director, Transportation Special Projects
Public Works & Engineering Department
City of Brampton



www.cfbb.ca

September 26, 2016

Mr. Joe Pitushka,
Commissioner, Public Works & Engineering
City of Brampton
2 Wellington St. W.
Brampton ON
L6Y 4R2

RE: Terms of Reference for Alternate LRT Routes EA's

Mr. Pitushka,

We have been informed by Councillor Moore that a potential date for the completion of the Terms of Reference for the Alternate LRT Route EA's is targeted for late January to early February 2017.

Shouldn't we already have the necessary information to compile a proper document that will adequately lay the ground work for the issuance of the RFP?

Please help us to understand how the entire Main Street TPAP process can be completed, start to finish, in 6 months, but will have taken staff longer to just complete the Terms of Reference document?

As well, we have not received any feedback on the Terms of Reference suggestions we submitted back in June.

We look forward to your reply.

Sincerely,

Chris Bejnar & Doug Bryden
Co-Chairs CFBB (Citizens For a Better Brampton)

14.3 - 2

CFBB Terms of Reference Recommendations:

These two routes have been determined by democratic decision of Council to be the only two routes to be studied by staff, carrying out the Environmental Assessment of each route so as to allow direct comparison clearly and reasonable debate thoroughly by Council. The staff report should be prepared and presented within a 6-8 month period from Council agreement on terms of reference, and regular process reviews are mandated by Council of staff to assess progress being made.

As a note, it is understood that complete accuracy of information is based on reasonable assumptions by reasonable professionals and not an end in itself, thereby allowing recommendations to be forthcoming from staff and the public within the proscribed time period to completion.

Here are some terms of reference that CFBB would like to be included for review.

- 1) Comparisons are to look at the viability and cost of providing at grade, above grade and below grade installations, and combinations of each as deemed appropriate.
- 2) Comparisons must take into account existing infrastructure impacts, such as water and sewer lines newly required or existing and in need of replacement, bridging conflicts, and potential use of discontinued rail rights-of-way.
- 3) Comparisons must have investigated whether the routes are to be contained in existing roads and rights-of-way, or whether road widenings and property acquisitions will be needed and guesstimates on the cost of such purchases or expropriations included, and assumptions used on intensity and preferred densification.
- 4) Based on 3) above, comparisons should include some projection on ridership potential that will arise from station location, and include assumptions on employment and type of development occupancy.
- 5) Comparisons must include accessing the Downtown GO station efficiently, taking into account the potential of mobility hub development, clearly show how alignment will interface with a potential Queen Street LRT line, and future LRT expansions to the Caledon border.
- 6) Comparisons must include the impact of changes in bus transit routing which will act as feeders to the LRT at chosen station nodes.
- 7) Comparisons on time for the trains to go from Steeles and the presently committed terminus of the LRT line, to the Downtown Brampton GO Station.
- 8) Comparisons on costs required for each line, including station design and signalization.

14.3 - 3

9) Comparisons that reflect potential traffic congestion and conflict on each route, and an outline of potential safety challenges and ridership convenience requirements.

10) Comparisons must include potential and optimal assessment increases which would improve the tax base.

11) Comparisons must include inventory of potential development sites that would be considered for intensification. (Office, institutional, residential)

12) The TPAP for the Main Street alignment was completed in a 6 month time frame following the format below. The TPAP was endorsed by Metrolinx and was sufficient to receive full funding from the Province. It is our recommendation that we follow the same TPAP timeline for both the McLaughlin and Kennedy routes.

Main Street TPAP Process (6 Months)

TPAP will take **six months** and will examine impacts to transportation and utilities, socio-economic, natural and cultural environments.

The information gathered will be publicly released in June as an Environmental Project Report (EPR).

The timeline for the TPAP includes:

- 120 days for consultation on positive and negative environmental impacts and preparation of the EPR;
- 30 days for public/government agency review and comment on the EPR;
- 35 days for the minister of the environment to decide if the project can proceed, or if more work is needed.

During the TPAP, work will continue on the design of the project. Brampton and Mississauga councils will be updated after the 120 days of consultation.