



SUBJECT: Halton area municipalities joint submission related to the Metrolinx Regional Transportation Plan review

TO: Planning and Development Committee

FROM: Planning and Building Department

Report Number: PB-07-17

Wards Affected: All

File Numbers: 145-24

Date to Committee: January 10, 2017

Date to Council: January 23, 2017

Recommendation:

Endorse the Halton Area Municipalities Joint Submission as contained in Appendix A to planning and building department report PB-07-17, and the comments contained in this report, in response to the Metrolinx *Discussion Paper for the Next Regional Transportation Plan*; and

Direct the City Clerk to forward the resolution of Council, subject to endorsement of the recommendations contained in PB-07-17, and any additional comments from Council, as well as staff report PB-07-17 with Appendices A to Metrolinx.

Purpose:

The purpose of this report is to provide Council with a summary of comments related to the Discussion Paper for the Next Regional Transportation Plan (RTP), as prepared by Metrolinx, from two sources:

- The comments and recommendations contained within this report which relate to matters of particular significance to Burlington; and,
- The attached Halton Area Municipalities Joint Submission in response to the Discussion Paper prepared by Metrolinx.

The RTP and the content of this report address matters which related to the “A City that Moves - Increased Transportation Flows and Connectivity” direction of Burlington’s Strategic Plan.

Background and Discussion:

Background

The *Big Move* (also referred to as the Regional Transportation Plan or RTP) is part of a three-part approach by the provincial government to prepare the Greater Toronto Hamilton Area (GTHA) for growth and sustainability. It builds on the Greenbelt Plan, which protects more than 1.8 million acres of environmentally sensitive and agricultural land in the heart of the region, and the Growth Plan for the Greater Golden Horseshoe (Places to Grow), which manages population and job growth, and curbs urban sprawl. The development of the Regional Transportation Plan was intended to create a long term strategic plan for an integrated, multi-modal, regional transportation system. Together these three initiatives will lead to the development of more compact and complete communities that make walking, cycling and transit part of everyday life.

On August 15th, 2016 Metrolinx initiated a review of the RTP. To support the review, Metrolinx released a *Discussion Paper for the Next Regional Transportation Plan*. The Discussion Paper is based on extensive technical analysis and background research, as well as consideration of lessons learned and stakeholder feedback.

The Discussion Paper is intended to start a dialogue with stakeholders and the public on the future of mobility in the region over the next 25 years. It focuses on a 2041 vision where the Greater Toronto and Hamilton Area's integrated transportation system will allow people to get around easily and contribute to a high quality of life, a sustainable and protected environment, and a prosperous and competitive economy. It also sets out a proposed set of goals and objectives to give direction to the next RTP. The Discussion Paper and the associated background papers can be found here: www.metrolinx.com/theplan.

Consultation and Input into RTP Review

The review of the RTP involves two rounds of consultation. The first round is to seek input on the Discussion Paper, and the second round is to seek input on the draft updated RTP which is planned for public comment in mid-2017. The deadline for comment on the Discussion Paper was November 30, 2016. The comments summarized in this report and found in Appendix A were provided to Metrolinx in keeping with the November 30th deadline. Metrolinx has been notified that additional feedback may be provided from Burlington Council as a result of this report.

Burlington's Participation in the Review

The Discussion Paper was circulated to key city departments, including Planning and the Mobility Hubs Team, Transportation, Transit, Burlington Economic Development

Corporation, and Capital Works. An internal workshop was held to prepare the comments found in this report and associated appendix.

These comments were used to inform the Halton Area Municipalities Joint Submission that was prepared by staff from Halton Region and the local municipalities of Burlington, Milton, Halton Hills and Oakville. The joint submission is found in Appendix A.

Discussion

City staff is supportive of the attached comments in Appendix A that were prepared jointly by the Region of Halton, Town of Oakville, Town of Milton, Town of Halton Hills and the City of Burlington. Below is a summary the key issues of particular significance to Burlington:

1. **Burlington Mobility Hub Planning:** Burlington has identified all three of Burlington's GO Stations (Burlington, Appleby and Aldershot) as Mobility Hubs and all station areas are currently part of a Master Planning process (also known as Area Specific Planning) to achieve new mixed use neighbourhoods with transit supportive densities and seamless integration of travel modes. The new RTP should identify all three station areas as Mobility Hubs and all land use analysis to support the RTP should be based on transit supportive densities to support Regional Express Rail.
2. **Coordination and Harmonization:** Metrolinx should align and harmonize its RTP goals and actions with Growth Plan intensification objectives also ensure the RTP is harmonized with other provincial plans and studies including the MTO Multi-modal Transportation Plan. Direction and strategy from the Provincial level needs to be consistent and coordinated.

In the Burlington context, MTO Regulations present a barrier to Mobility Hub development. Metrolinx can play a valuable leadership role to achieve RTP Mobility Hub goals, remove barriers and coordinate with the Ministry of Transportation. Extensive and free parking at GO stations generates considerable peak hour traffic which will hinder Burlington's ability to successfully develop effective Mobility Hubs as a result of MTO capacity threshold policies.

3. **GO Rail Stations: Parking, Transit Service & Active Transportation:** The Province of Ontario owns significant amounts of land around and adjacent to GO Stations. These lands have an impact on the types and amounts of residential, commercial and mixed use development around Mobility Hubs and other GO Stations. The RTP should commit to planned growth in Major Transit Station Areas, Mobility Hubs, and Urban Growth Centres through transit service and

active transportation improvements, with progressive targets to limit parking expansions and redevelop parking lots in these areas.

The RTP should include details for when an implementation strategy will be provided that identifies Metrolinx role, committed funding and timeframes to support local transit service improvements for planned growth in Major Transit Station Areas, Mobility Hubs, and Urban Growth Centres. Partnership between Metrolinx and local transit agencies is required for the GO network/integrated regional network to be a success. Committed provincial funding is needed to support the integration of local service with GO service.

Burlington supports RTP goals, objectives and actions to strengthen Metrolinx leadership and support in implementing active transportation infrastructure to access GO stations and reduce parking demand. The QEW is currently a significant barrier to station access via walking or cycling in Burlington. The RTP should identify implementation funding to support dedicated pedestrian and cycling crossings of major highways, and other initiatives to support active transportation (E.g. bikes on trains in rush hour, bike share in Burlington, parking lot design to improve environment for pedestrians, bike repair stations, etc.).

Strategy/process

The comments in Appendix A were sent to Metrolinx to meet the November 30, 2016 deadline. Subject to the endorsement of the Joint Submission and this report, Council's endorsement and any additional feedback will be provided to Metrolinx.

Financial Matters:

There are no direct financial impacts related to the subject report. The comments contained within the report encourage Metrolinx to consider funding to assist with the implementation of Regional Transportation Plan initiatives.

Connections:

The RTP relates to a number of city initiatives including the Official Plan, Transportation Plan, Integrated Transit Strategy, and Mobility Hub Area Specific Plans. As noted above, key city departments, including Planning and the Mobility Hubs Team, Transportation, Transit, Burlington Economic Development Corporation, and Capital Works, all participated in the review of the RTP and the preparation of the attached comments.

Public Engagement Matters:

Public consultation related to the Regional Transportation Plan has been led by Metrolinx. The public was encouraged to provide feedback on the Discussion Paper on the website: www.metrolinxengage.com

Conclusion:

The Regional Transportation Plan is an important part of planning at the provincial level and is directly related to several Strategic Plan priorities. The preparation of a joint submission with the Region and other local municipalities adds weight to the city's comments to the province.

Respectfully submitted,

Leah Smith, MCIP, RPP
Senior Planner
905-335-7600 x7508

Appendices:

- a. Halton Area Municipalities Joint Submission in response to the *Discussion Paper for the Next Regional Transportation Plan*

Notifications:

Lisa Salsberg, Metrolinx, Lisa.Salsberg@metrolinx.com
Ron Glenn, Region of Halton, Ron.Glenn@halton.ca

Report Approval:

All reports are reviewed and/or approved by Department Director, Director of Finance and Director of Legal. Final approval is by the City Manager.