



# HURONTARIO LIGHT RAIL TRANSIT PROJECT

## Welcome

Please sign in so we can provide updates and information on future events.



[metrolinx.com/HurontarioLRT](https://metrolinx.com/HurontarioLRT)



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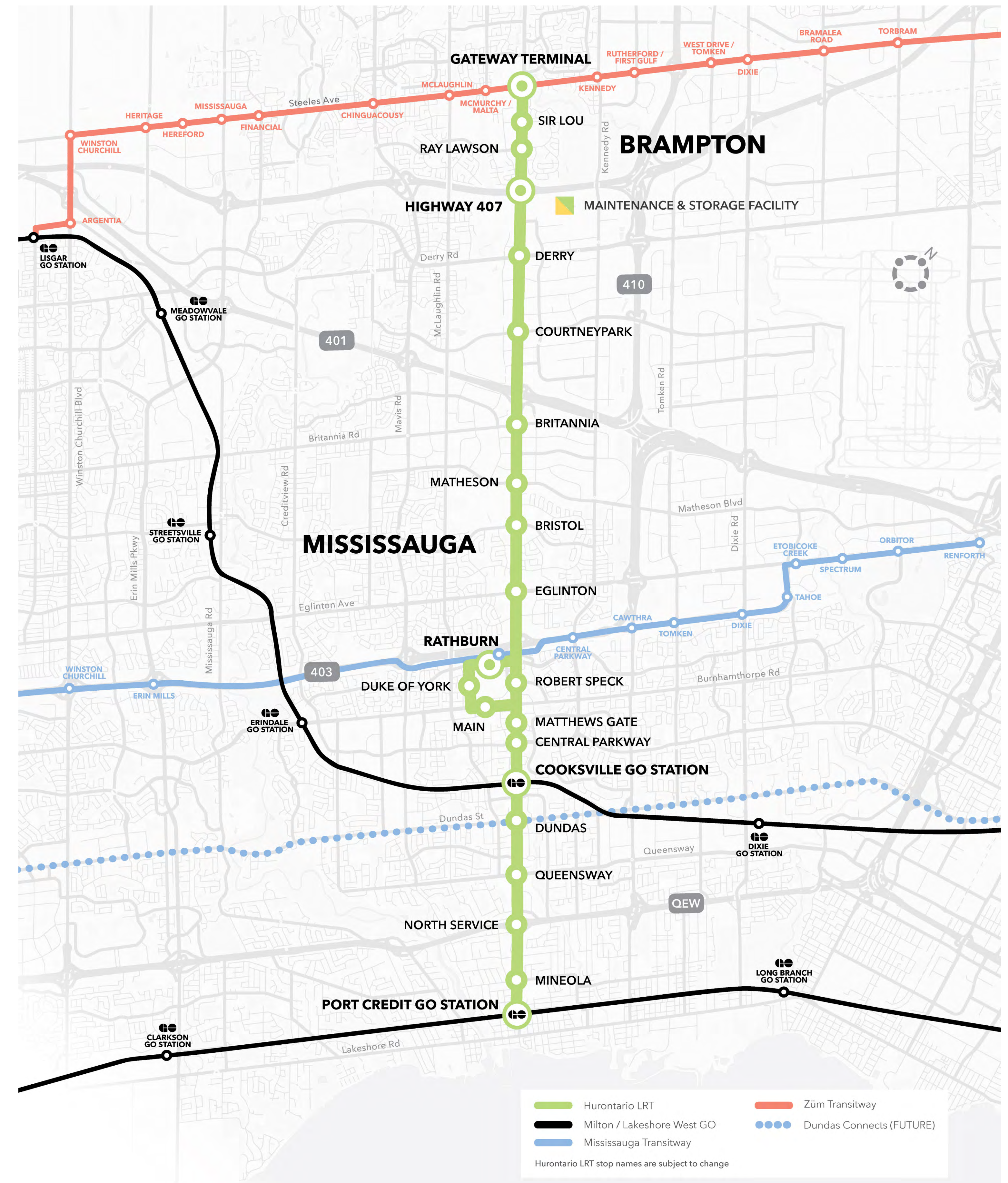
# WHAT IS THE HURONTARIO LRT PROJECT?

The Hurontario Light Rail Transit (LRT) Project will bring 20 kilometres of fast, reliable, rapid transit to the cities of Mississauga and Brampton along the Hurontario corridor.

New, modern light rail vehicles will travel in a dedicated right-of-way and serve 22 stops with connections to GO Transit's Milton and Lakeshore West rail lines, Mississauga MiWay, Brampton Züm, and the Mississauga Transitway.

Metrolinx is working in coordination with the cities of Mississauga and Brampton and the Region of Peel to advance the Hurontario LRT project. Preparatory construction is underway. The project is expected to be completed at the end of 2022.

The Hurontario LRT project is funded through a \$1.4 billion commitment from the Province of Ontario as part of the Moving Ontario Forward plan.



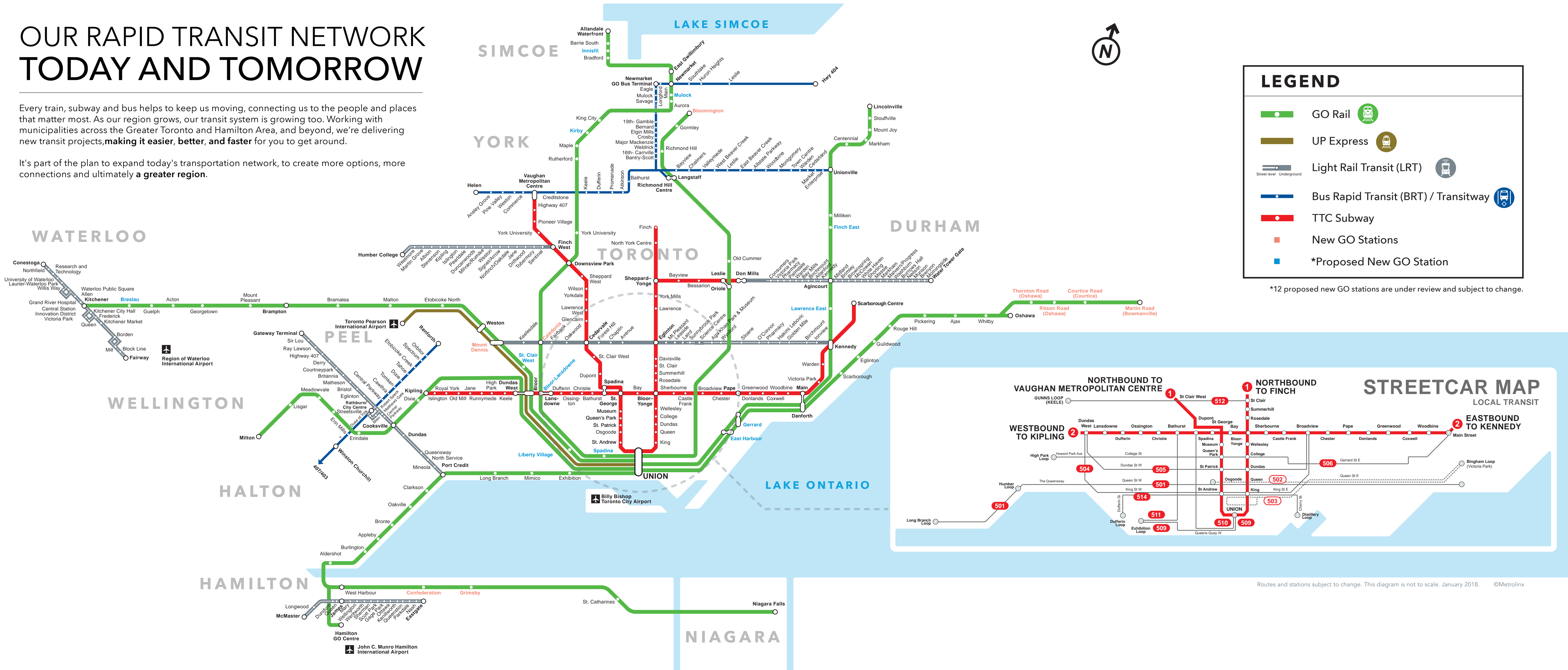




# OUR RAPID TRANSIT NETWORK TODAY AND TOMORROW

Every train, subway and bus helps to keep us moving, connecting us to the people and places that matter most. As our region grows, our transit system is growing too. Working with municipalities across the Greater Toronto and Hamilton Area, and beyond, we're delivering new transit projects, **making it easier, better, and faster** for you to get around.

It's part of the plan to expand today's transportation network, to create more options, more connections and ultimately a **greater region**.



LEGEND

GO Rail

UP Express

Light Rail Transit (LRT)

Bus Rapid Transit (BRT) / Transitway

TTC Subway

New GO Stations

\*Proposed New GO Station

\*12 proposed new GO stations are under review and subject to change.

# ALTERNATIVE FINANCING AND PROCUREMENT (AFP)

Infrastructure Ontario's AFP model is an innovative way of financing and procuring large public infrastructure projects. AFP makes the best use of private-sector resources and expertise and transfers project risks to the private sector, which is accountable for providing on-time, on-budget project delivery.

For the Hurontario LRT, the public sector (Metrolinx) establishes the scope and performance requirements for the project and retains ownership of the LRT.

The private sector will be responsible for the design, build, financing, maintenance and operations (DBFOM) of the LRT. Since the private sector will have some of its own equity invested in the project, they will have strong incentive and accountability to ensure cost-effective and efficient performance.

Through a DBFOM model, the private sector (a consortium of companies) would be responsible for:

**DESIGN** - Completing the detailed design

**BUILD** - Constructing the LRT and associated work

**FINANCE** - Obtaining financing to pay project costs in advance of receiving payment from the province

**OPERATE** - Managing the day-to-day operations of the LRT over a long-term period (e.g. 30 years)

**MAINTAIN** - Doing the repairs and upkeep of the LRT over a long-term

Projects delivered by Infrastructure Ontario are guided by five key principles:

1. transparency
2. accountability
3. value for money
4. public ownership and control
5. public interest are paramount

Benefits of AFP: LRT design and construction can happen at the same time, resulting in:

1. project schedule time savings
2. better co-ordination
3. more efficient construction

It also provides a strong incentive for good design and construction practices, since the private sector is also responsible for financing, operations and maintenance.

Other AFP transit projects include: Eglinton Crosstown LRT, Finch West LRT, Ottawa LRT and Waterloo LRT.





# TEAMS SHORTLISTED FOR HURONTARIO LRT PROJECT

Infrastructure Ontario (IO) and Metrolinx have shortlisted three teams to design, build, finance, operate and maintain the Hurontario Light Rail Transit (LRT) project. The three teams were selected based on the criteria identified in a Request for Qualifications process that began in October 2016. The shortlisted teams and their prime team members are:



TEAM	HURONTARIO LIGHT RAIL CONNECTION PARTNERS (HLCP)	MOBILINX	TRILLIUM TRANSIT PARTNERS
EQUITY PROVIDER	Cintra Colas Acciona	Astaldi John Laing Hitachi-Ansaldo Transdev Amico Concessions	Kiewit Meridiam Keolis
Constructor	Acciona Infrastructure Canada Inc. Ferrovia Agroman Canada Inc. Colas DPM Energy LURA Consulting	Astaldi Hitachi Amico Bot	Peter Kiewit Sons Bird Mass Electric Black and MacDonald Coco Paving
Designer	Arup Canada Inc. SENER Dillon Consulting DTAH Grimshaw	IBI Hitachi Morrison Hershfield Arcadis Daoust Lestage Exp.	Stantec Consulting STV Perkins + Will Urban Strategies Inc. Entuitive
Operation Maintenance & Rehabilitation Provider	RATP Dev Canada Inc. Acciona Cintra Colas Rail	Transdev Hitachi - Ansaldo Astaldi	Keolis Canada Inc.



# ALSTOM CITADIS SPIRIT LIGHT RAIL VEHICLES



Citadis Spirit Light Rail Vehicles



# ALSTOM CITADIS SPIRIT

Alstom is the largest supplier of light rail vehicles in service in the world. The Spirit's 100% low-floor design and modularity offers easy accessibility from the street or the curb, and an interior layout that provides a safer and more enjoyable experience.

## QUICK FACTS

- Over 2,300 Citadis vehicles sold to 55 cities
- 9 billion passengers transported - over 4 million per day
- With its modular design, the Citadis Spirit can grow with a city as its transportation needs evolve by adding additional modules
- The Citadis Spirit provides for a very flexible manufacturing process which enables vehicle assembly to be set up close to where it will be running

## SPECIFICATIONS

Vehicle length	48 m
Vehicle width	2.65 m
Vehicle height	3.65 m
Number of sections	4 sections
Seated passenger capacity	120
Standing passenger capacity	216
Wheelchair locations	Up to 4
Supply voltage	750V DC or 1500V DC
Bi-directional	Yes

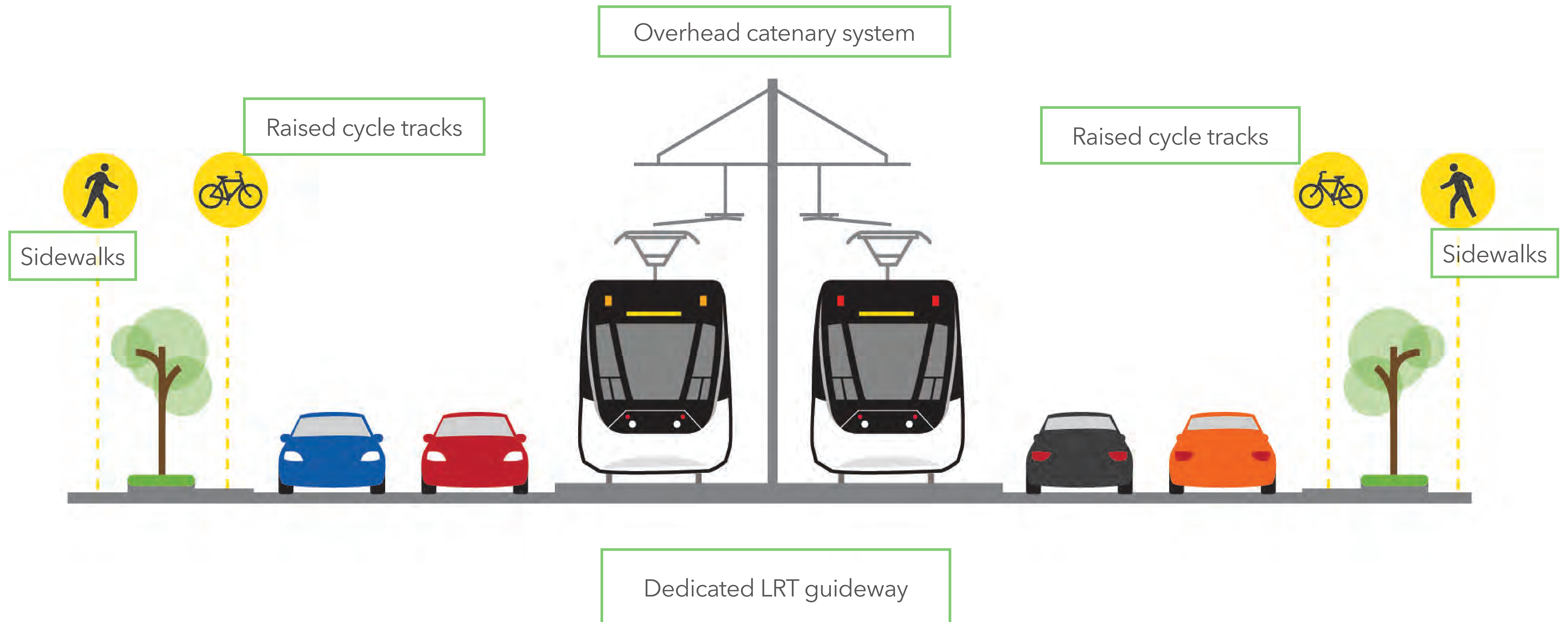


## ACCESSIBILITY

The Alstom Citadis Spirit is a 100% low floor vehicle and completely accessible. Every train has four spaces for wheel chairs. Also, the fold up seats allow for strollers or bikes.



# TYPICAL HURONTARIO LRT CROSS SECTION





# COOKSVILLE



Reference Concept Design only. Final designs are subject to change.



# ROBERT SPECK



Reference Concept Design only. Final designs are subject to change.



# DUKE OF YORK



Reference Concept Design only. Final designs are subject to change.



# BRITANNIA



Reference Concept Design only. Final designs are subject to change.



# OPERATIONS, MAINTENANCE AND STORAGE FACILITY



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# OVERHEAD CONTACT SYSTEM (OCS)

Light rail vehicles are electrically-powered, and the electricity is delivered from power substations located along the corridor to an overhead wire running above the tracks. Wiring systems for urban LRT are typically simple single-wire systems, "catenary" system.

## SUSPENSION SYSTEMS

Overhead wires are suspended through different methods, depending on the characteristics of the corridor.

Centre poles are located between the tracks with the wire suspended on either side.

Side poles are located at the side of the road or sidewalk, with arms or support wires extending across the roadway and LRT tracks.

Building mounts can be used in narrow corridors where appropriate mounting locations are available.

For side poles, poles can be combined with light standards to minimize intrusion.



OCS poles on Queen's Quay in Toronto



Centre-pole catenary system in Minneapolis (centre-running with one traffic lane on each side)



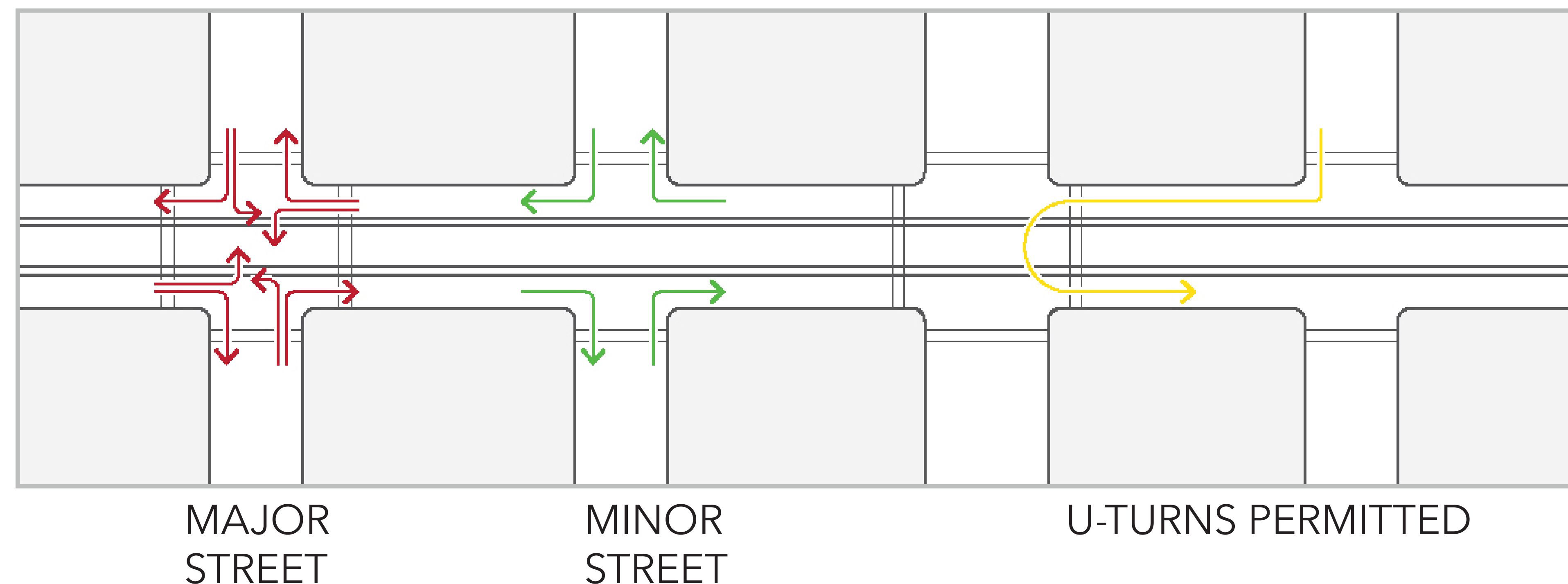
Side-pole system at off-street stop in Dublin with platform lighting combined on OCS poles



# TRAFFIC

With segregated centre-running LRT, traffic will only be permitted to cross the tracks at select locations, typically major streets with signalized intersections.

At minor side streets, traffic will not be permitted to cross the tracks, either turning left or going straight through. To maintain access to all locations, U-turns will be permitted at some locations.



For most of the Hurontario LRT corridor two traffic lanes will be converted to LRT lanes north of the QEW. South of the QEW, the roadway will be widened to maintain today's capacity.

The LRT will be provided traffic signal priority as needed to improve travel time.

Audible pedestrian signals will be used throughout the Hurontario LRT corridor to assist visually-impaired individuals in crossing a signalized intersection more safely.



# PROPERTY ACQUISITION

Metrolinx has initiated the property acquisition process to buy land needed to build the Hurontario LRT. The majority of property pieces required for the Hurontario LRT consist of slivers of a land along the Hurontario corridor. Metrolinx, with the assistance of the City of Mississauga and City of Brampton LRT property teams, is reaching out to the affected property owners with a view of achieving amicable agreements for land over the next several months.

Metrolinx is committed to ensuring that property owners understand the process and their rights.

The Hurontario LRT project team has issued statutory notices for slivers of property in accordance with the *Expropriations Act* to 85 affected property owners along the corridor. There are no full property requirements anticipated for Hurontario LRT.

Notices were sent in February, and a statutorily required advertisement appeared in the *Mississauga News* and *Brampton Guardian* for three consecutive weeks in accordance with the Act.

It is anticipated that additional statutory notices for slivers of property will be issued in accordance with the Expropriations Act.

It is important to note that while the project team is initiating the expropriation process, negotiations with affected owners will continue in parallel during this process in efforts to reach negotiated settlements.



<b>Contact:</b>	
RON SANDERSON Manager, Real Estate	GLEN HAMILTON, Senior Real Estate Coordinator
City of Mississauga Hurontario LRT Project	City of Brampton Hurontario LRT Project
905.615.3200 Ext. 4773	905.874.2500



# STOP NAMING PRINCIPLES

Metrolinx's Design Excellence team studied harmonization of regional transit wayfinding which includes station, stop and interchange naming. A set of principles were established for selecting names consistently across the regional transit network, helping to make transit easier to navigate. Our five principles in determining new wayfinding names:

1. **Simple** - Simple names are easier to remember
2. **Logical** - Logical names provide a mental link when trip planning, they should be relevant to the area they reside
3. **Durable** - Names should be relevant as long as the station exists
4. **Self-locating** - Names should allow users to mentally locate themselves within the region
5. **Unique** - A unique name is one that cannot be confused with any other



# WHAT'S IN THE NAME?

## STOP NAMING: SIR LOU or COUNTY COURT ...

### What do you think?

The County Court Neighbourhood Association has requested a name change from Sir Lou to County Court. The change would not contravene with Metrolinx stop naming policies.



Reference Concept Design only. Final designs are subject to change.



# PREPARATORY CONSTRUCTION IS UNDERWAY

While the Hurontario LRT project is in the procurement phase, early works construction activities are underway. This preparatory construction will move utilities out of the way of the LRT route to avoid loss of service during the building of the LRT corridor and ensure ongoing accessibility to the utilities once the LRT is in service.

Prior to the start of construction, notices will be sent to residents within 500 metres of all sides of the construction zone. Updates can also be found via our Twitter account: **@HurontarioLRT** or sign-up for our e-newsletter at **HurontarioLRT@metrolinx.com**





# TOP COMMUTING TIPS TO SURVIVE CONSTRUCTION

1. Follow **@HurontarioLRT** for construction updates.
2. Own a business? Consider becoming a *Smart Commute* member business. Get more information at **smartcommute.ca**
3. Explore **smartcommute.ca** to find a carpool partner.
4. Can you work from home? Ask your employer about your options.
5. Dust off that old bike and explore. Plan your route using the City's bike map.
6. Download and use the app **Waze** to get up to date travel information.
7. Plan your trips outside of peak traffic times when possible.





# COMMUNITY ENGAGEMENT

We're excited that the Hurontario LRT is coming and the project team wants to keep you, your family, friends, colleagues and neighbours informed about how the project is moving forward.

Stay connected:

 [metrolinx.com/HurontarioLRT](https://metrolinx.com/HurontarioLRT)

 @HurontarioLRT

## CORRIDOR COMMITTEES

Corridor Committees were established in Spring 2017 and include mix of local residents, businesses and community groups representing Mississauga North, Mississauga Downtown, Mississauga Cooksville and Mississauga South. The Corridor Committees will meet quarterly and be a forum for two-way dialogue between the project team and community.



## COMMUNITY EVENTS

During the summer and beyond, we will be in your community, attending events, talking with residents and stakeholders, and answering questions about the project. If there is an event you would like the Hurontario LRT project team to attend, we'd be happy to coordinate the request.

## WE WILL COME TO YOU

As much as we would like, not everyone knows that the Hurontario LRT is coming to Mississauga and Brampton. If your workplace, community group or organization would like a meeting or presentation from the project team about Hurontario LRT, we'd be happy to coordinate the request.

Contact:

**SUSAN WALSH**

Manager,  
Community/Stakeholder Relations  
and Communications

**MADEHA KHALID**

Community Relations and Issues  
Specialist

 416.202.7500

 [HurontarioLRT@metrolinx.com](mailto:HurontarioLRT@metrolinx.com)



# COMMUNITY CONNECTOR PROGRAM

## CANVASS DATA OVERVIEW

After four successful canvasses for the Hamilton LRT project, the "Community Connector" program was designed and implemented by Neighbourhood Strategies, for the Hurontario LRT Project. The diverse team of Community Connectors are committed to visiting all the properties directly along the corridor twice per year for the duration of the project. They will engage in two-way conversations that will increase awareness of the project and also gather important feedback and concerns that will help inform the Hurontario LRT project team.


13   
community connectors

9   
languages  
spoken

13   
information  
sessions

945   
Properties identified along  
the LRT corridor

697 Mississauga    248 Brampton

1300+   
knocks

1750+   
conversations



# HURONTARIO LRT READY

Sponsored by Metrolinx, the Mississauga Board of Trade and the Brampton Board of Trade are working with businesses who may be affected by the construction location to understand the benefits of the transportation investment and to learn ways to improve and grow business.

## **Business Ready Preparation Series:**

Join us for our four-part information and learning series addressing the purpose and advantages of the transportation investment; how businesses can identify and retain customers during this timeline; setting up electronic business branding and communications footprints; and lastly, seeing the vision come to life through a tour of the newly built ION LRT in the Region of Waterloo.





# HURONTARIO LRT READY

## Business Ready Preparation Series

### Introduction event:

*Hurontario LRT - The Big Picture:* From construction to gateway corridor.

Learn what the LRT project means to you.

Thursday, April 12, 2018

11:30 a.m. – 1:30 p.m.

### Business Training Session 1:

*Business Readiness Part 1* – Customers old and new; how to stay in touch.

Learn what customer acquisition and retention can mean for you.

Tuesday, April 24, 2018

7:30 a.m. – 9:30 a.m.

### Business Training Session 2:

*Business Readiness Part 2* – Social media and an online presence.

Learn what the use of social media and online strategies can mean for you.

Tuesday, June 19, 2018

7:30 a.m. – 9:30 a.m.

### Tour event:

*A Glimpse of the Future:* Take a tour of the completed ION LRT in Waterloo Region.

Come see what the future looks like.

September 2018



Rollin Stanley,  
General Manager of Urban Strategy,  
City of Calgary

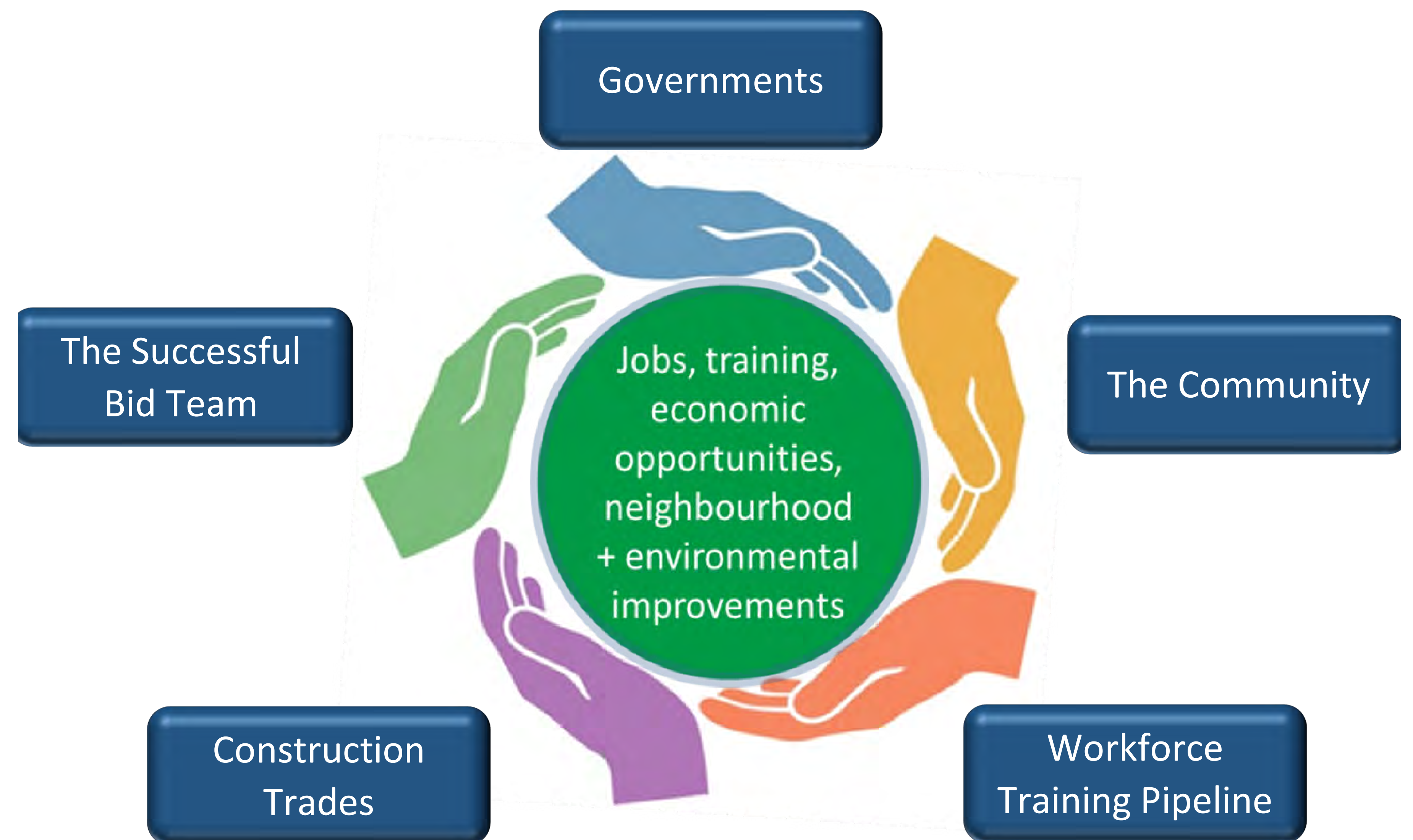
For information on these sessions, please sign up for our e-newsletter at:  
**[HurontarioLRT@metrolinx.com](mailto:HurontarioLRT@metrolinx.com)**



# PEEL COMMUNITY BENEFITS NETWORK

The Peel Community Benefits Network (PCBN) is an initiative that has come out of the Peel Poverty Reduction Strategy Committee with a specific mandate to ensure that the residents that most need help, benefit from the economic opportunities that the Hurontario LRT project will bring to the community.

The Network is accomplishing this by working proactively and collaboratively with the successful bid team, Metrolinx, the municipalities and the community to ensure that the project will be completed with the greatest benefit possible for the community.





# THE PEEL COMMUNITY BENEFITS CONSULTATION PROCESS

The Network has been active in informing the community and building a network of stakeholders that can assist with implementing a community benefits framework for the Hurontario LRT. The Network has held numerous presentations in the community and three workshops with key stakeholders from community agencies, labour organizations, business groups and the municipalities.





# THREE EMPLOYMENT PIPELINES

The Network will work with the successful bid team to ensure that Peel residents are given the opportunity to access the employment opportunities created by this project.

## Apprenticeships

- Opportunities for residents to enter a career in the construction trades
- Focus on youth

## Professional, Administrative & Technical jobs

- Opportunities for residents to enter a career in their area of expertise
- Focus on newcomers and foreign-trained professionals

## Social enterprise

- Opportunities for social enterprises to benefit from project procurement



# COOKSVILLE GO STATION



Reference Concept Design only. Final designs are subject to change.



# COOKSVILLE MOBILITY HUB IMPROVEMENTS

- 800 additional parking spots including a new six-storey parking structure
- Improved bus loop connecting GO Transit and MiWay service
- Extension of John Street creating a new access to Hurontario Street
- Expected completion 2020



Reference Concept Design only. Final designs are subject to change.



# GET ON THE GO





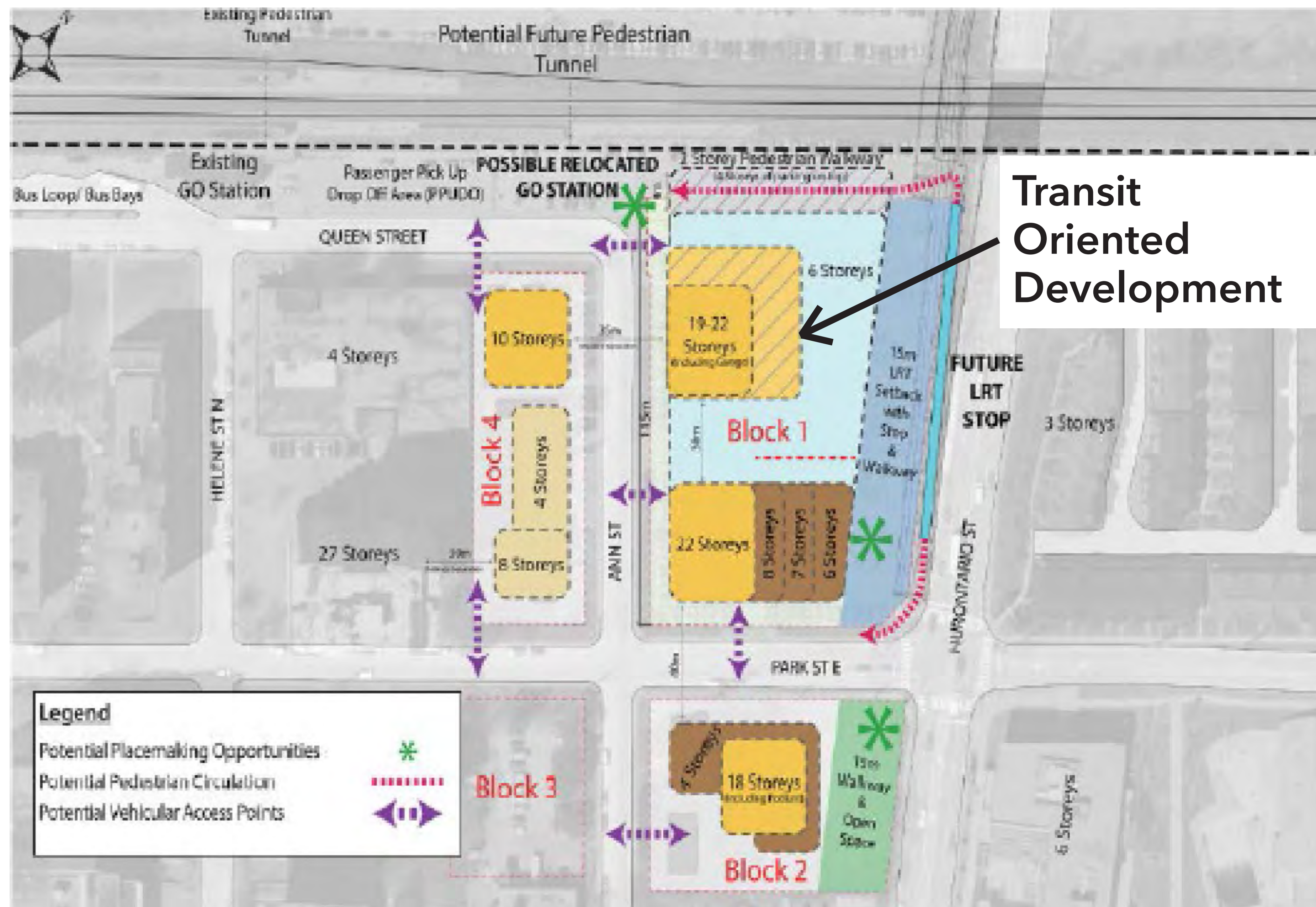
# INCREASING SERVICE AT PORT CREDIT GO STATION

- As part of GO Service expansion, we are electrifying the GO service in core areas and delivering 15-minute service to areas like Port Credit.
- This makes it easier to travel across Mississauga and the entire GTHA.





# PORT CREDIT GO STATION DEVELOPMENT PROPOSED SITE PLAN



## QUICK FACTS

- 3.4 hectares of under utilized public land – mostly surface parking.
- In 2011, Metrolinx completed a *Mobility Hub Master Plan Study* which identified a mixed-use Transit Oriented Development (TOD) opportunity.
- The TOD supports Metrolinx's vision to increase densities around transit stations to promote use of transit and active transportation.
- In 2016, City of Mississauga approved the *Port Credit GO Station Southeast Area Study*.



# WHAT WE ARE DOING AT PORT CREDIT GO STATION

- **Connection to Hurontario LRT**
- **Transit Oriented Development (TOD):** mixed-use development that includes residential, retail and office space.
- **Parking Structure for GO customers:** will be integrated with the TOD.
- **Metrolinx's Station Access Plan:** approved in December 2016; identifies a need for 400 new parking spaces at the station.



# NEXT STEPS AND PUBLIC ENGAGEMENT

- **Request for Proposals:** to be issued soon to the 3 prequalified proponents as Metrolinx and the City of Mississauga work to refine the scope of the project.
- **Design and construction:** timelines based on outcome of the RFP process; community will be engaged and informed throughout the process; any impacts will be minimized as much as possible.
- **Public engagement:** once the RFP closes and we have selected the preferred proponent, there will be opportunity for public engagement.
- **Stay tuned for details on the progress of the project:** we encourage you to sign up to our project mailing list at [PortCreditStation@metrolinx.com](mailto:PortCreditStation@metrolinx.com).



# PORT CREDIT LRT STATION



Reference Concept Design only. Final designs are subject to change.  
Note: Image of GO Station parking structure is a placeholder only.



# PORT CREDIT LRT STATION



Reference Concept Design only. Final designs are subject to change.



# PORT CREDIT LRT STATION



Reference Concept Design only. Final designs are subject to change.



# COMMUNITY OPEN HOUSES

## **Brampton South:**

**Tuesday March 20, 6 - 8 p.m.**

Sheridan College (Room: H-153) at 7899 McLaughlin Rd, Brampton.

## **Mississauga Cooksville:**

**Monday March 26, 6 - 8 p.m.**

Cooksville Colonnade at 3024 Hurontario Street, Mississauga

## **Mississauga Downtown:**

**Wednesday March 28, 3:30 - 6:30 p.m.**

City Centre Transit Terminal at 200 Rathburn Road West, Mississauga

## **Mississauga South:**

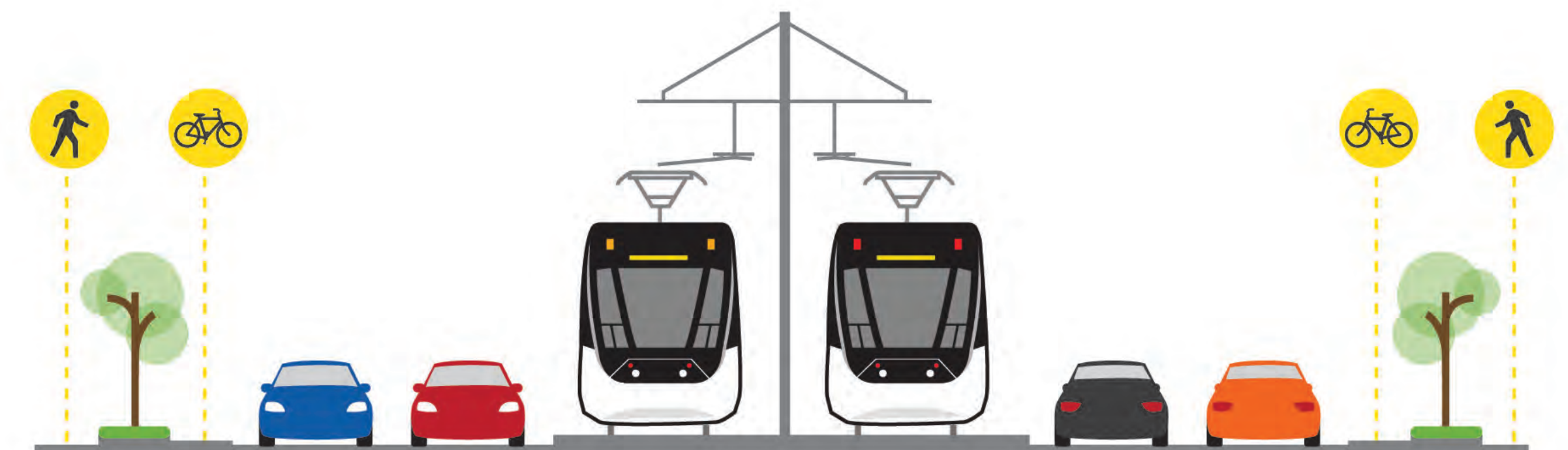
**Thursday March 29, 6 - 8 p.m.**

Port Credit Arena at 40 Stavebank Road North, Mississauga

## **Mississauga North:**

**Tuesday April 3, 6 - 8 p.m.**

St. Francis Xavier SS at 50 Bristol Rd West, Mississauga





# HURONTARIO LIGHT RAIL TRANSIT PROJECT

## Thank You

Thanks for attending the Hurontario Light Rail Transit  
Project Open House.

