

DATE: January 2, 2001

TO: Chairman and Members of the Planning and Development Committee

FROM: Thomas S. Mokrzycki, Commissioner of Planning and Building

SUBJECT: **Parkway Belt West Plan Amendment 148**
Mississauga Transitway
MEETING DATE: January 22, 2001

ORIGIN: Planning and Building Department

BACKGROUND: City Council on February 25, 1998 considered the attached report "Proposed Amendment 126 to the Parkway Belt West Plan Supplementary Report" dated December 9, 1997 from the Commissioner of Planning and Building and adopted the following recommendation, in part:

"That the Ministry of Municipal Affairs and Housing be requested to amend the Parkway Belt West Plan by replacing the alignment of the Inter-Urban Transit Corridor with the alignment of the Transitway."

COMMENTS: On November 10, 2000, the Ministry of Municipal Affairs and Housing approved Parkway Belt Amendment 148, which was requested by the City of Mississauga. The purpose of the amendment is to change the alignment of the Inter-Urban Transit and Utility corridor designations in the Parkway Belt West Plan to allow for the Mississauga Transit way and related facilities.

One of the objectives of the Parkway Belt West Plan is to:

"Provide for inter-urban transit to the activity centres of the Milton West Future Urban Area, Milton East Future Urban Area, Mississauga Northwest Urban Area, and Mississauga Urban Area, as well as to Toronto International Airport."

The Plan envisioned some form of undefined inter-urban transit, and identified lands for this purpose north of Highway 403, west of Mississauga Road, and on the south side of Highway 403, east of Mississauga Road. The corridor extended westerly into Oakville, and easterly into Etobicoke, through Centennial Park, to Eglinton Avenue West. In addition, the Plan designated, as a transit option, a link between the former CP rail line at Burnhamthorpe Road West and the east/west inter-urban transit corridor in the vicinity of the Credit River, as shown on Exhibit E-F-G-2 of the attached October 28, 1997 Planning and Building Department report.

On November 1, 1991 City Council adopted Official Plan Amendment 184 which, among other matters, incorporated a Transitway and station locations in the Official Plan. The Transitway was located within the Parkway Belt West, except in the City Centre area, and east of Fieldgate Drive, where it swings to the north to intersect with Eglinton Avenue East. The alignment did not, however, follow the Inter-Urban Transit Corridor designated within the Parkway Belt West Plan, and instead utilizes a portion of land designated in that Plan for a utility corridor, and for highway uses.

Because the approved alignment of the Transitway did not follow the Inter-Urban Transit Corridor in the Parkway Belt West Plan, the issue of conformity to the Parkway Belt West Plan was addressed in the "Mississauga Transitway Planning and Environmental Assessment Study" which was approved by City Council on September 23, 1991. That study, which included

considerable public input, concluded that the Transitway is either supportive of, compatible with, or has no effect on the objectives of the Parkway Belt West Plan. The report stated that:

"it is apparent that either a shifting of corridor designations within the Parkway Belt West Plan or a Ministerial deeming that the Transitway conforms with the intent of the Plan is required for the Transitway to be in agreement with the revised Parkway Belt West Plan.

It is suggested that a "deeming" is the appropriate mechanism to allow the Transitway to proceed and if, in the fullness of time, an overall revision of the Parkway Belt occurs, official redesignation of corridors can be incorporated to reflect the actual arrangement of facilities."

The Minister of Municipal Affairs and Housing subsequently "deemed" the Transitway as conforming with the Parkway Belt West Plan. The Plan, therefore, retained the alignment of the Inter-Urban Transit Corridor. Consequently, there were two different rapid transit alignments in two separate documents - the Transitway in the former Official Plan (now in City Plan) and an "Inter-Urban Transit" Corridor in the Parkway Belt West Plan. To prevent further confusion on this issue, the Ministry of Municipal Affairs and Housing was requested, and agreed to, amend the Parkway Belt West Plan to replace the alignment of the Inter-Urban Transit Corridor with the alignment of the Transitway.

CONCLUSION:

As a result of the approval of Parkway Belt Amendment 148, any confusion pertaining to the alignment of the Mississauga Transitway within the Parkway Belt West Plan should be resolved.

RECOMMENDATION:

That the report titled "Parkway Belt West Plan Amendment 148 Mississauga Transitway" dated January 2, 2001 from the Commissioner of Planning and Building be received for information.

*Original Signed By:*_____

Thomas S. Mokrzycki

Commissioner of Planning and Building