

## Hurontario/Main St. Higher Order Transit Study

### Project:

Higher Order Transit Study

### Client:

City of Mississauga and Brampton, Ontario

### The Opportunity:

Prepare a Master Plan to determine the most appropriate form of transit and develop planning and urban design policy for corridor between Mississauga and Brampton..

### MSH Genuine Results

The Big Move, Metrolinx's Transportation Plan, identifies the Hurontario/Main Street corridor from Port Credit to Downtown Brampton as one of the top transit priorities for the first 15 years of the plan. As a result, the Cities of Mississauga and Brampton engaged a team led by the MMM group, of which MSH was a member. The task was to prepare a Master Plan to determine the most appropriate form of transit, and to guide planning and urban design policy to support the transit.



The transit component of the plan took the form of the first two phases of the Environmental Assessment process for the transit undertaking. MSH was the planning project lead for the Master Plan, and in conjunction with the other consultants, developed a comprehensive set of official plan, zoning and site plan recommendations for the corridor. The recommendations were specifically designed to permit and encourage transit-oriented development within 500 metres of the transit corridor.

The recommendations included:

- a vibrant and healthy mix of uses, all located within close proximity to one another;
- higher density nodes centred around major transit stations;
- pedestrian friendly streets and neighbourhoods;
- active main streets with retail uses at grade and continuous street walls;
- an interconnected grid pattern local street network;
- on-street parking or structured parking to replace surface parking lots;
- cycling and walking as integral transportation options;
- place-making to create memorable and unique nodes; and
- prohibiting front yard parking, and auto-oriented uses on Hurontario/Main Street.

Of note, the urban design recommendations took the form of official plan policy and zoning recommendations, rather than guidelines. This was considered to be an important step to emphasize the importance of the pedestrian realm, and right the balance between traditional transportation planning for automobiles and new thinking that emphasized transit and alternative transportation modes.

The plan received the Canadian Institute of Planners award for Planning Excellence, Transportation and Infrastructure, in 2011.

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