

Report

Committee of Council

Standing Committee of the Council
of the Corporation of the City of Brampton

COMMITTEE OF COUNCIL

DATE: March 4, 2009

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Subject: Status Update Report
Hurontario/Main Street Study – Directions Report

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OVERVIEW:

- Undertaken in May 2008, the Hurontario Higher Order Transit (HOT) Study is a joint Land Use, Urban Design and Feasibility Study between the City of Brampton and the City of Mississauga. The study is being carried out as a Master Plan in accordance with the Municipal Class Environmental Assessment, and will fulfill Phases 1 and 2 of the process to establish need and justification, and to identify/assess alternative solutions. Marshall Macklin Monaghan has been retained as the consultant to complete this Study.
- The Hurontario Higher Order Transit Study is one of the top 15 priority projects identified in the Metrolinx Regional Transportation Plan, released on November 28, 2008. The HOT Study will evaluate the feasibility of implementing rapid transit along the Hurontario/Main Street corridor between Downtown Brampton and Port Credit in Mississauga.
- Other elements of the study include:
 - Developing appropriate land use and urban design policies and initiatives to support rapid transit;

- Identifying potential social, economic and environmental impacts of various rapid transit routes and technologies; and
- Ensuring that residents and stakeholders play an active role in shaping the corridor.
- Since the commencement of the Study, there has been a round of Public Information Centres (June 24th and 25th 2008), Community workshops (Oct 29th to Nov 5th 2008) and a Visioning Symposium (Nov 21st 2008) that provided input to refining the vision for the corridor.
- Marshall Macklin Monaghan (MMM) has concluded the first phase of the Study with the submission of the *Directions Report*, which establishes the vision for the corridor as a '21st Century Main Street'. This vision includes:
 - Provision of reliable, frequent, comfortable and convenient rapid transit service with easy access throughout the corridor, with effective connections to other links in the inter-regional transit network;
 - Creating a beautiful street, with attractive "places" along the corridor featuring expanded mobility, vibrant economic activity, and liveable, mixed-use neighbourhoods, integrated with the transportation infrastructure;
 - Recognizing and reinforcing the Regional Urban System and the planned urban structure of each City and, accordingly, encouraging mixed-use, compact, intensified Transit Oriented Development directed along the corridor, customized to suit the varying and distinct nature of each existing community and sensitive to the presence of adjacent stable neighbourhoods.
- The planning and implementation strategy that will be proposed as part of this study needs to ensure that the planned function and the redevelopment potential within Downtown Brampton/Main Street corridor will not be at a disadvantage as a result of the proposed densities along the Hurontario Street Corridor south of the municipal boundary. It is important to ensure that the result of this study enhances the competitive attractiveness of Downtown Brampton.
- Staff have a concern about the potential impact of higher order transit infrastructure on the unique character of the Main Street South Heritage Area (please see Appendix II).
- The purpose of this report is to provide a status update to Council on Phase 1 of the Study and the completion of the *Directions Report*, which establishes the vision for the corridor.

RECOMMENDATIONS:

- 1) **THAT** the report titled, **Status Update Report: Hurontario/Main Street Study – Directions Report**, dated **March 4, 2009** be received for information; and,
- 2) **THAT** the City Clerk be directed to forward a copy of this staff report to the City of Mississauga and Metrolinx for their information.

BACKGROUND:

On October 10, 2007, Council approved the undertaking of the Hurontario/Main Higher Order Transit (HOT) Study as a joint Land Use, Urban Design and Feasibility Study between the City of Brampton and the City of Mississauga (Council Resolution CW394-2007). Both Cities signed a Relationship Agreement on February 13, 2008. This report will update the status of this joint undertaking. The vision for the Hurontario / Main corridor is being guided not only by the cities of Brampton and Mississauga but also by Metrolinx and the Province of Ontario. The Hurontario/Main Higher Order Transit Study is one of 15 priority projects identified by Metrolinx in the final Regional Transportation Plan (RTP), released on November 28, 2008. Through the Places to Grow Act and the Growth Plan for the Greater Golden Horseshoe (2006), the Province is actively promoting higher-density, pedestrian and transit friendly development in the Greater Toronto Area, and it has designated the majority of the Hurontario/Main corridor as a place where this kind of development should be located. The Provincial Growth Plan recommends that public transit be the first priority for infrastructure investment. The cities of Brampton and Mississauga have supported these ideas and have shown a desire to go beyond what the Province has suggested. This initiative can be a showcase for a corridor integrating land use, urban design and transit, and for cooperation between two of the largest cities and growth centres in the GTA.

Throughout the first phase of the Study, several opportunities to involve the public and stakeholders have been presented, including:

- Establishment of the Project website, www.hurontario-main.ca, which includes the *Directions Report* along with information on events, study findings, newsletters, key milestones and other opportunities for input.
- The first round of Public Information Centres (PICs) were held in June 2008 at the City of Brampton and City of Mississauga, respectively. Approximately 60 participants attended these interactive PICs and provided valuable input on the existing corridor, transit options, potential solutions etc.

- Following the PIC, Community Workshops were organized from October 29th 2008 (City of Brampton, Rose Theatre) to November 5th 2008 at various venues along the corridor and included about 100 participants.
- Finally, the "Connect 10" Symposium was held on November 21st 2008 to provide interested stakeholders, senior staff and Councillors from both municipalities an opportunity to hear the consultant and a key speaker discuss the vision for the corridor and present an example of a higher order transit system that has been successfully implemented.

CURRENT SITUATION:

1. The Process:

The vision presented in the *Directions Report* has been developed through a process of technical analysis integrating the transportation, land use and urban design disciplines and consultation with staff, stakeholders and the public in a number of workshops and through ongoing interactions. The Executive Summary is attached as Appendix I to this report and the Directions Report is available upon request. It is also posted on the project website at www.hurontario-main.ca.

Initial ideas with respect to existing conditions, needs and opportunities for the corridor were reviewed with the public at consultation centres in the two cities in June 2008. There was broad support at these sessions for the concept of rapid transit on Hurontario / Main Street. Since then, the technical analysis moved the concept forward, examining potential transit technologies and the relationship of the transit concept with land use and urban design at stations, among other elements. A major component of the work program was an assessment of case studies from around the world, examining the physical aspects of the transit systems, land use, urban design and factors needed for successful implementation. A shortlist of feasible technologies was developed, and potential land use capacities (in terms of persons and jobs per hectare) were defined.

The vision was further articulated and reviewed through a series of five community workshops (held in the various communities along the corridor) and the Connect 10 Symposium, which was a consultation forum with stakeholder agencies, developers and the public. Again, there was strong support at each session for moving ahead with an integrated transformation of the corridor.

2. Directions Report – The Vision

Completion of this stage of the study has resulted in the emerging vision for the Hurontario/Main Street corridor including:

- *Provision of reliable, frequent, comfortable and convenient rapid transit service with easy access throughout the corridor, with effective connections to other links in the inter-regional transit network.*

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- *Creating a beautiful street, with attractive “places” along the corridor featuring expanded mobility, vibrant economic activity, and liveable, mixed-use neighbourhoods, integrated with the transportation infrastructure.*
- *Recognizing and reinforcing the Regional Urban System and the planned urban structure of each City, and accordingly, encouraging mixed-use, compact, intensified Transit Oriented Development directed along the corridor, customized to suit the varying and distinct nature of each existing community and sensitive to the presence of adjacent stable neighbourhoods.*

The vision combines rapid transit, land use and urban design to create a ‘21st Century Main Street’. The street is envisioned with the pedestrian in mind, with surrounding development oriented to walking access, and with public transit at street level. The street provides an effective mix of uses at a scale that reflects the opportunities, constraints and character of each distinct community along the corridor, and includes inviting and engaging places to live, work and play along the corridor.

The *Directions Report* further defines the vision, in terms of Guiding Principles and goals with respect to the Transit Concept, and the Land Use Planning Policy Framework. The Guiding Principles note that the Transit Concept should provide a viable alternative to the auto and improve the connectivity of the overall transportation system, recognizing and building on the Metrolinx Regional Transportation Plan. They highlight the need to keep the ‘big picture’ and note that the Hurontario/Main Street corridor should enhance the overall identity and vitality of Mississauga and Brampton in a manner consistent with the Regional Urban System and the planned urban structure, including the Urban Growth Centres in Mississauga and Brampton. The Guiding Principles support transit-supportive densities along the corridor while noting that stable neighbourhoods need to be protected.

The *Directions Report* identifies several Character Areas and defines the vision for each of them based on the unique character and the opportunities and challenges they present. Three Character Areas have been identified within Brampton, including Downtown Brampton, the Main Street South Heritage Area and the Brampton Gateway Neighbourhood (see Appendix II).

Densities are to be allocated to the various Character Areas, following the Places to Grow framework, in a range of capacities from about 50 to 400 people plus jobs per hectare (ppj). Minimum and maximum densities and heights will be assigned as part of the policy framework.

The urban design policies will focus on the creation of desirable neighbourhoods in which to live, work and play. Land use and urban design policy recommendations will be presented as part of the finalization of this study in order to provide a policy framework that guides the private sector to a level of design excellence, while at the same time incrementally building toward the long term vision for the corridor.

3. Next Steps toward Implementation

The analysis undertaken in Phase 1 of this Study supports the early implementation of rapid transit on Hurontario/Main Street. It has also shown that this project can create a climate of development uplift along the corridor. Recognizing the principles of the Metrolinx RTP for rapid implementation of its component projects, the Hurontario/Main Street corridor presents a great opportunity to advance this project as a leading example. The key step for the cities of Brampton and Mississauga will be to define a funding plan together with Metrolinx. As such, discussions have begun with Metrolinx regarding the development of a Business Case Analysis and Alternative Financing Procurement (AFP) evaluation for the project. Key steps in the implementation strategy are further developed in the *Directions Report* and included in the Executive Summary attached as Appendix I.

Key Challenges and Issues identified by Brampton Staff:

Transportation & Transit Technology

- The *Directions Report* identifies LRT, BRT and a combination of LRT and BRT technologies as possible options along the corridor that need to be further evaluated. The option based on a combination of LRT and BRT technologies is identified in the *Directions Report* as a possible solution to some of the implementation challenges, however, it is recognized that this is not optimal in attracting riders. With respect to this option, Shopper's World has been identified by the consultant team as a possible transfer point between the two technologies. If a transfer is found to be necessary, it should be designed to be as seamless as possible. Alternatives for Downtown Brampton should be explored including designs that consider transfer options as well as designs that provide consistent technology along the corridor in a way that respects the limited right-of-way, and need to protect the significant character elements of the area.
- Narrower right-of-way widths in Downtown Brampton and Main Street South Heritage Area: This is a challenge to the implementation of dedicated transit rights-of-way in these areas if widening is required. The resulting street cross-sections must have sufficient pedestrian capacity, not just transit capacity;

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- **Traffic conditions:** Accommodating a transit right-of-way within the context of existing traffic conditions is likely to be a key challenge;
- **Freeway interchange ramps:** The traffic movements to and from the expressways via free-flow ramps also represent a constraint, in terms of coordination of the traffic movements with the exclusive transit lanes (depending on where the transit system is located within the right-of-way). They are also a constraint to effective pedestrian movement along the corridor;
- **Form of access:** Several residential areas of the corridor, notably north of Nanwood Drive in Brampton and also Mineola in Mississauga, feature a large number of private driveways connecting directly onto Hurontario/ Main Street. This presents a challenge to transit in these areas. An appropriate and acceptable plan for property access will be needed;
- **On-street parking in Downtown Brampton:** On-street parking is viewed as important by the businesses along Main Street but is a constraint in the context of providing exclusive transit lanes. The use of the available four-lane roads in this area for transit, other traffic and on-street parking must be carefully assessed in conjunction with identifying the preferred technology and alignment;
- **Presence of Fire Stations with direct access onto Hurontario Street:** The fire services of both cities each have a station with direct access onto Hurontario Street. This is a constraint that must be addressed in the design of the transit lanes, to ensure that access is maintained.

AcceleRide

- Phasing and staging of implementation will not hinder the implementation program of the Hurontario AcceleRide BRT for 2011. This will be an integral piece of the Interim Service Plan to be completed in the second phase of the study;
- Northern extension of the Hurontario Higher Order Transit Corridor to Mayfield Road, as defined in the Metrolinx Regional Transportation Plan, is preferred and the option to look at the extension of the rapid transit corridor, which is beyond the scope of this study, will be examined upon completion of this study.

Heritage & Stable Areas

- Main Street South Heritage Area is of a different character than the remainder of the corridor and includes the Gage Park, Peel Heritage Complex, detached houses with heritage character and mature tree stands. As such, this area should be appropriately addressed in the demonstration site concept plans when assessing various alignments.

Land Use and Urban Design

- The Character Area Chart attached as Appendix II, shows that some segments of the Hurontario Street Corridor are proposed to have planned densities that are significantly in excess of the densities set out for the segments within Brampton. As such, the planning and implementation strategy will need to ensure that Downtown Brampton/ the Main Street Corridor in Brampton will not be at a competitive disadvantage as a result of the higher densities proposed along some segments the Corridor. In order to address this, the policy framework that is to be recommended as part of this study should support the Brampton Urban Growth Centre by including staging and development incentive strategies that ensure adequate protection of its planned function. It is important to ensure that the result of this study enhances the competitive attractiveness of Downtown Brampton.
- A focused feasibility study on the “4 Corners” Go station needs to be provided by the consultant to outline the looping options, underground section, parking issues and density requirements.
- The densities provided (200 ppj for Downtown Brampton and 100-200ppj for the Brampton Gateway Neighbourhood) need to be confirmed via the detailed analysis to take place for the demonstration sites to ensure that the vision for the Hurontario corridor is consistent with the density requirements/allocation throughout the Urban Growth Centre and Built Boundary.
- Many existing apartment buildings are in the form of a “tower in the park” which is not intrinsically transit-supportive, as they do not relate well to the street. This may be a challenge in terms of changing behaviour of existing residents and workers. It may also be a challenge in terms of the acceptability of adding development on these sites since some of this green space may be viewed as a public amenity;
- If road widening is required in areas that have existing urban amenities, such as the trees along Main Street in Brampton, a balance between maintaining (or if possible, enhancing) the streetscape and introducing rapid transit may be necessary; and,
- Stage 2 of the study will undoubtedly involve trade-offs between competing aspirations within the community with respect to other uses within the road right-of-way, such as cycling, parking, traffic and the pedestrian environment.

The next step in the Hurontario/Main Street Study is to define the transit, land use and urban design details of the plan for the corridor, based on the above-noted vision. This will include developing the business case, interim transit service plan, and implementation plan for complete rollout of the project (including the strategies for operations, funding and cost/revenue sharing), as well as completing the EA process. The involvement of the public and stakeholders will be just as important in the second phase of this study with a

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second Public Information Centre planned for late Spring of this year along with the release of a second Newsletter updating the public on the information on events, next steps and opportunities for input. Staff will continue to provide updates on the status of the study as it progresses towards the completion of the final Corridor Master Plan.

Respectfully submitted,

Original Signed by


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List of Appendices:

- Appendix I - Executive Summary - Directions Report – Hurontario Main Street Study
- Appendix II - Character Areas Along the Hurontario Main Street Corridor

Note: The Hurontario Main Street Study Directions Report is posted on the project website at www.hurontario-main.ca

APPENDIX I

Executive Summary - Directions Report
Huronario Main Street Study

Huronario Main Street Study



Executive Summary

The Executive Summary focuses on three components of the project: the *process* by which the Vision for the corridor has been developed; the *Vision and Directions* which have emerged from the analysis; and the *next steps*, both within the study and in terms of project implementation.

It is important to note that the Vision is conceptual at this point. The next steps in the process will be to test and articulate the Vision for the corridor as a whole and for the distinct communities along the street.

The vision for the Huronario / Main Street corridor is being guided not only by the Cities of Brampton and Mississauga but also by the Province of Ontario and Metrolinx. This is one of the Metrolinx top 15 priority projects. Through the Places to Grow legislations, the Province is actively promoting higher-density, pedestrian and transit friendly development in the Greater Toronto Area, and it has designated the majority of the corridor as a place where this kind of development should be located. The Provincial Growth Plan recommends that public transit be the first priority for infrastructure investment. The Cities of Brampton and Mississauga have supported these ideas and have in fact shown a desire to go beyond what the Province has suggested. They see this as a critical city-building initiative that will help them remain socially, environmentally and economically sustainable and competitive communities.

This initiative can be a showcase for a corridor integrating land use, urban design and transit, and for cooperation between two dynamic Cities.



The project study area extends from Lake Ontario in the south to the Brampton GO Station in the north, a distance of over 18 km. While it is known as Huronario Street through much of the corridor, the street is known as Main Street between Steeles Avenue and the Brampton GO Station.





1. The Process: Multi-disciplinary Analysis and Consultation

The vision has been developed through a process of technical analysis (integrating the transportation, land use and urban design disciplines) and consultation with staff, stakeholders and the public through a number of workshops and ongoing interactions.

Initial ideas with respect to existing conditions, needs and opportunities for the corridor were reviewed with the public at consultation centres in the two Cities in June of 2008. There was broad support at these sessions for the concept of rapid transit on Hurontario / Main Street. From that point, the technical analysis moved the concept forward, in terms of the potential transit technologies, the relationship of the transit concept with land use and design at stations, and many other elements. A major component of the work program was an assessment of case studies from around the world, examining the physical aspects of the transit systems, land use, urban design and factors needed for success. A shortlist of feasible technologies was developed, and potential land use capacities (in terms of persons plus jobs per hectare) were defined.

The vision was further articulated and reviewed through a series of five community workshops (held in the various communities along the corridor) and the Connect 10 Symposium, a consultation forum with stakeholder agencies, developers and the public. Again, there was strong support at each session for moving ahead with an integrated transformation of the corridor.

2. The Vision for the Corridor: A 21st Century Main Street

The Corridor Today

Transit in the corridor includes frequent local and express bus services operated by Mississauga Transit and Brampton Transit, with no transit signal priority. This limits the effectiveness of transit's ability to compete with auto. Despite this, ridership is high.

Land use varies considerably along the corridor, reflecting the evolution of land use form over the past century or more. It ranges from stable low-density residential areas in Mineola and the Main Street South Heritage Area, through to high density residential and auto-dominated employment and retail zones. There are scattered areas which have been developed in a transit-supportive form – these can be “stitched together” into a more cohesive ribbon of “main street” development.

Urban design varies considerably as well, from the emerging concept in Downtown Brampton, the somewhat Victorian streetscape in the Main Street South Heritage Area, to the very modern



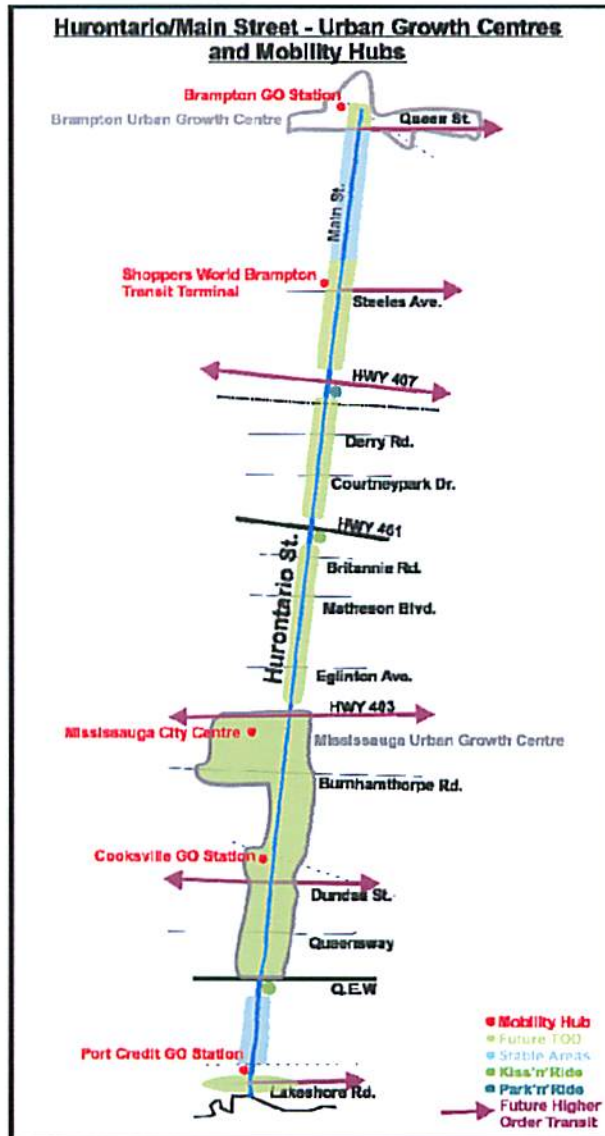
building forms appearing in Mississauga's Downtown Core and Fairview areas. While there are some sections with planted medians or other features reflective of a grand boulevard, most of the corridor is in some senses a "blank slate". This is an opportunity for developing a uniquely prominent corridor identity that links the two Cities.

There is a Strong Case for Rapid Transit in this Corridor

This Stage of the study has confirmed the rapid transit concept for Hurontario/Main Street recommended by Metrolinx in the Regional Transportation Plan.

The components of this case relate to the following components (many of which are illustrated in the figure at right):

- *The transit service will strengthen strategic linkages.* The corridor extends from Port Credit on Lake Ontario (an important destination for Mississaugans and Bramptonians) through the downtown and civic districts of each City. It links major retail and employment destinations in each City with residential areas;
- *There is a strong and growing transit orientation in the corridor.* There is high existing ridership on frequent bus service, in the range that justifies a transit priority service. Brampton's approved and funded AcceleRide program will see transit priority implemented





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within less than five years. Three GO rail lines and the planned Mississauga BRT and 407 Transitway are new or expanding services which a Hurontario/Main rapid transit service can link to, to form part of a regional transit network offering significantly enhanced mobility. In sum, these points show that Hurontario has great potential as a transit corridor;

- *There are significant opportunities for intensification, infill and redevelopment that will create a pedestrian-oriented and transit-supportive environment along much of the corridor's length. This new development pattern and the rapid transit service will be mutually supportive;*
- *The rapid transit project can be the catalyst for adding value to the street through urban design. The corridor presents a tremendous opportunity to implement an urban design regime which results in a beautiful, inviting, active street, incorporating public art, streetscaping and pedestrian-oriented spaces. The mix of character areas and uses presents exciting potential for creating a dynamic and attractive "main street".*

However, while there are numerous opportunities for intensification, it is also recognized that there are stable communities which will be protected, and enhanced where possible.

The case studies of successful rapid transit projects strongly support these conclusions. The Cleveland HealthLine BRT is a particularly successful example of an integrated transit, land use and urban design initiative. The Hiawatha LRT in Minneapolis is a corridor very similar to Hurontario, which has seen ridership and development uptake significantly beyond the City of Minneapolis' expectations.

The Vision

Stage 1 of the study has resulted in a vision that is extremely progressive yet also fundamentally attainable. The vision for the Hurontario/Main Street corridor can be defined in three key statements:

- *Provide easy, reliable, frequent, comfortable and convenient rapid transit service throughout the corridor, with effective connections to other links in the inter-regional transit network*



- *Create a beautiful street, with attractive “places” along the corridor featuring expanded mobility, vibrant economic activity, and liveable, mixed-use neighbourhoods, integrated with the transportation infrastructure*
- *Recognize and reinforce the Regional Urban System and the planned urban structure of each City, and accordingly, encourage mixed-use, compact, intensified Transit Oriented Development directed along the corridor, customized to suit the varying and distinct nature of each existing community and sensitive to the presence of adjacent stable neighbourhoods.*

The vision combines rapid transit, land use and urban design to create a ‘21st Century Main Street’. The street is envisioned with the pedestrian in mind, with surrounding development oriented to walking access, and with public transit at street level. The street provides an effective mix of uses at a scale that reflects the character of each distinct community along the corridor, while respecting the existing conditions and constraints in each character area. It includes inviting and engaging places for pedestrians as they live, work and play along the corridor. In this vision:

- Pedestrians will have a safe, continuous, clear and expansive network, featuring tightly- spaced buildings close to the street edge;
- The prominence of the auto along Hurontario is reduced. There is more focus on ensuring access via auto, rather than large-scale capacity. Alternative routes are available to allow traffic to disperse more easily, where possible;

Problem/Opportunity Statement

In keeping with Phase 1 of the EA process, this Stage has culminated in definition of a “problem statement” – but to properly characterize this project, it is more appropriate to define this as a “problem / opportunity statement”. Opportunities are equally or more important, when one considers the goals of the Municipalities, specific to the provincial Places to Grow initiative and their own commitment to intensification.

The problem/ opportunity summary statement is:

Rapid transit is needed to facilitate projected growth in development and travel in accordance with the concept of city-building to which both municipalities are committed. There are substantial opportunities which are expected to result from the planned rapid transit service, to realize the vision of a mixed-use, pedestrian-oriented corridor.



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- Major connection points with other transit services are designed as mobility hubs, with attractive transit connections, and integrated with development. There are attractive and efficient pedestrian connections to the GO stations and other rapid transit links from the Hurontario rapid transit service;
- Consistent with the Regional Urban System and the planned urban structure of the two Cities, distinct “places” with expanded mobility, vibrant economic activity, and liveable, mixed-use neighbourhoods, are integrated with the transportation infrastructure. Variety, creativity and innovation are encouraged. Each station area and neighbourhood will strive to be a unique, vibrant and memorable place. Mixed-use, compact, intensified Transit Oriented Development (TOD) with attractive urban form is directed along the corridor, customized to suit the varying and distinct nature of each existing community and sensitive to the presence of adjacent stable neighbourhoods. The highest residential and employment densities are located near the major transit nodes. Densities will remain high within a convenient walking distance of the station and then gradually drop to blend in with the surrounding neighbourhoods;
- Cyclist needs are accommodated and coordinated with the Cities' Cycling Master Plans. (Mississauga's Cycling Master Plan is under development.) Cyclists will have safe and secure parking at transit stations, facilities on-vehicle, and there will be effective connections to east/west and north/south bicycle routes;
- In keeping with the Environmental Assessment process, there will be either no net negative effect or an overall positive effect as a result of the project. Mitigating measures will be employed to minimize any negative impacts.

The vision is further defined below, in terms of Guiding Principles, the Transit Concept, and the Land Use Planning Policy Framework. The vision for each character area is then identified.

Guiding Principles

Guiding principles are needed to articulate and define the vision. These have been based on our review of transit planning best practices, the case studies, seminal TOD literature, municipal and provincial guidelines and policies, and the consultation to date. These principles establish a framework which can be used to direct growth and development:





1. **Keep the “Big Picture”:** *The Hurontario / Main Street corridor should enhance the overall identity and vitality of Mississauga and Brampton, as well as the quality of life of its residents and employees, in keeping with the Regional Urban System and the planned urban structure of the two Cities.*
2. **Sustainable and Integrated:** *All new developments and all investments in infrastructure and the public realm should serve to be sustainable and integrate the objectives of transit, urban planning, urban design, and environmental conservation and enhancement.*
3. **Built Form and Densities:** *A critical mass of population and activities must be developed along the corridor to support transit use.*
4. **Pedestrians First:** *Pedestrians should be at the forefront of any decision and design, shifting the balance away from a history of an auto-dominated urban form.*
5. **Compact and Complete:** *Development and growth along the corridor should be developed in a compact form and with sufficient density to support transit ridership. Growth along the corridor should be designed to create compact and complete environments, where people are able to reach multiple destinations within a short walking distance or transit ride.*
6. **Multimodal:** *The Hurontario / Main Street corridor should support and connect all forms of movement, including pedestrians, cyclists, transit, cars and trucks.*
7. **Connected:** *New development and infrastructure should improve the connectivity of the overall transportation system, recognizing and building on the Metrolinx Regional Transportation Plan, and the connections linking activities and destinations along the corridor.*
8. **Place-making:** *All actions along the corridor will contribute to ‘place-making’, by building areas with a strong sense of identity and character that are attractive, safe, and welcoming. This will add aesthetic and monetary value to each neighbourhood.*
9. **Visionary and Attainable:** *Hurontario / Main Street should be transformed to achieve the desired vision, through a practical implementation strategy that provides value to both cities, and with stakeholder participation.*
10. **Stable Neighbourhoods:** *Stable residential neighbourhoods, including Mineola and the Main Street South Heritage Area, should be protected as part of the vision for the Corridor.*



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Transit and Transportation

Goals

A number of transit and transportation goals are integral to achieving the Vision and actualizing the Principles described above:



1. **The public transit service should be designed to increase transit ridership by offering a viable alternative to the private auto, and attracting riders who have a choice of modes.** This can be accomplished by: increasing transit reliability; offering a high quality ride; making it easy to use; and increasing safety, efficiency and accessibility.
2. **Put pedestrians and transit first in planning the corridor.** Building on the guiding principle noted above, design pedestrian corridors and spaces that accommodate pedestrian needs such as amenity, comfort and safety, inclusive of a transit system that appropriately facilitates the users.
3. **Allow transit vehicles to bypass the congestion associated with mixed traffic operation.** Operation in reserved lanes wherever possible will increase the person carrying capacity of the corridor. Keeping the transit alignment at grade will facilitate access between transit and surrounding development, supporting the "Main Street" concept. Grade separated sections may be considered where beneficial to the overall project plan and transit reliability.
4. **Provide effective connections to neighbouring transit systems.** Connections should be made as convenient and integrated as possible, minimizing transfers, through measures such as terminal and fare integration.
5. **The public transit service should support the overall vision of integration with land use and urban design.** It should support stable areas such as the Main Street South Heritage Area and Mineola.
6. **Balance the modes - maximize the person-carrying capacity in the corridor, while maintaining accessibility for vehicular traffic.** Providing an exclusive transit right-of-way may require the removal of mixed traffic lanes or road widening in some areas. Road widening should be minimized, to maintain a streetscape that is pedestrian-supportive.



7. **Consider the needs of other components of transportation demand:** These include goods movement, cyclists, taxis, HOVs and parking. Loading and parking accesses must function effectively to support development. There should be opportunities designed into stations to support connectivity with cyclists, taxis, and pick-up/drop-off activity.
8. **Create a system of mobility hubs.** The best transit systems are multimodal and arranged around multiple hubs. The existing GO rail stations, the planned Mississauga BRT and the planned AcceleRide system provide the ability to create mobility hubs based on connections between transit services.
9. **Plan station spacings based on reasonable pedestrian access distances.** Transit stops should be planned at a pedestrian scale (500m radius / 10 min walk), and be well distributed to promote a continuous pedestrian environment.
10. **Create a transit-focused multimodal corridor.** The corridor should integrate all forms of movement (walking, cycling, automobile, transit and commercial vehicles) to maximize mobility opportunities, provide an enjoyable travel experience, promote a sustainable modal split, and optimize overall viability of the corridor land uses. Transfers between services along the corridor should be minimized.

Transit Concept



The rapid transit concept for the 21st century main street is one of a reliable, frequent, comfortable and convenient service that offers a credible alternative to the single occupant car, attracting riders who have a choice of modes, in order to increase ridership to a level that supports regional transit service. The transit service will be designed to provide integrated, “stress free” service along Hurontario / Main Street from Port Credit to Downtown Brampton, supported by transit priority signals, rapid and convenient fare collection systems and transit stop locations balancing system access and travel speed. The core elements in the transit vision are described below.



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While reserved lanes throughout the corridor are the starting point for analysis of the detailed alternatives, it is recognized that operation in mixed traffic may be a component for sections of the street.

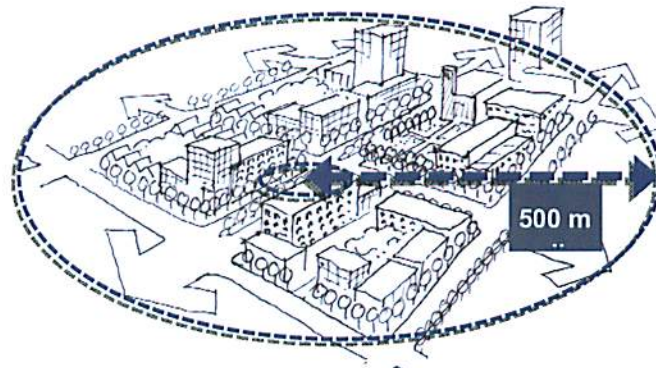
Technology

Through the analysis of various technologies, it has been established that Bus Rapid Transit (BRT) or Light Rail Transit (LRT) – primarily at-grade – are the most appropriate technology options for rapid transit in the corridor. They support the “main street” concept more effectively than entirely grade-separated alternatives such as subway; they are expected to be able to accommodate the projected ridership on the corridor; and they are not overly disruptive or costly to construct, in comparison to grade-separated options. Their design elements (pedestrian access, station spacing and running speed) can be tailored to the future development density and form of the individual character areas along the corridor. BRT and LRT are also consistent with the Metrolinx Regional Transportation Plan (RTP).



Station Locations

Transit stops along Hurontario / Main Street must be placed carefully to ensure full connectivity to surrounding development while maintaining an acceptable running speed for transit vehicles. The maximum area of influence for transit-oriented development is generally taken to be 500m around the station (see figure at right), though this will vary along the corridor depending on the specific conditions in each area.



500m Walking Distance to Transit

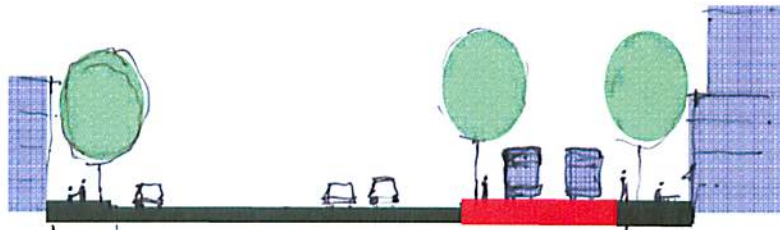
Therefore, station placement should be based on the principle pedestrians should generally not have to walk more than 500m or 10 minutes to a rapid transit stop (as a rule of thumb). Stops will also be located to connect with local transit and higher order transit systems.



Alignment

Three options are being considered for the alignment of the transit lanes within the corridor: on one side of the street, in the centre of the street, or one lane on each side. Each option will be evaluated in Phase 2 based on its effect on surrounding land use, pedestrian accessibility, and effect on traffic. The alignment may vary by section, depending on constraints and opportunities. Short underground sections may be considered to address area-specific issues. The three options are:

One Side of Street: the side of street option places the transit running way at one side of the street or the other. There is some thought that this configuration best serves



TOD on the "transit" side of the street. This alignment can create the perception of a narrower street, and requires that vehicle turning movements crossing the transit lanes be managed with signals. Access to the transit vehicles can be accomplished with a single centre platform, or separate side platforms, one of which can be integrated with the existing sidewalk.

Both Sides of Street: An alternate form of side of street alignment places the transit vehicles on both sides of the street. This configuration is only feasible for BRT, as LRT on each side of the

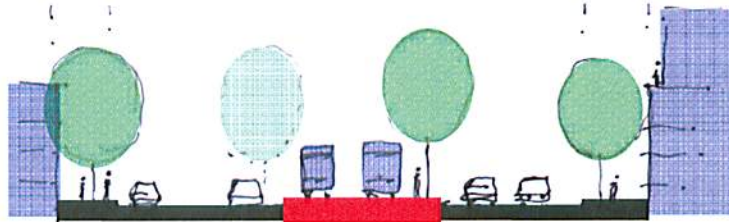


street would result in complex issues for intersecting roads and turning movements. This alignment will require the management of turning movements of vehicles to and from the road.



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Centre of Street: This alignment provides equal access from either side of the road, with riders crossing halfway to access transit. It can include a single centre platform or separate side platforms, depending on the vehicle selected, but must be designed with safety and security in mind due to their location. The centre median can also integrate trees and landscaped features to enhance the streetscape. Separate phases for left turn movements would be necessary.



Land Use and Urban Design Policy Framework

Excellent urban design and a transit-supportive land use policy framework are key to realizing the Vision. Both Cities must adopt both a land use policy framework and urban design guidelines that facilitate and encourage the best designs in buildings, streetscapes and landscaping. To this end, the study will provide a suggested set of Official Plan policies that will focus on both land use, and urban design. The intent is to create a policy framework that guides the public and private sectors to a level of design excellence, while at the same time incrementally building toward the long term Vision. The key ideas and concepts that will inform the policy framework include:

1. **Urban Design and Place-Making:** *This will be a key component of realizing these goals, by focusing on the creation of desirable environments in which to live, work and play. Urban design policies will address the relationship between buildings, streets, land use, open space, circulation, building massing, natural features and human activity, drawing attention to the quality, character, placement, orientation, and urban design of buildings in order to:*
 - Identify, conserve and improve the cultural heritage character of distinct areas and neighbourhoods, where they exist;
 - Seek to fulfill the overall vision, including complete communities and walkable streets;
 - Identify and develop a vision for different character areas along the corridor, and create building guidelines for the fulfillment of such a vision;



- Identify and develop 'places' and open spaces with a distinct identity and appeal, which can function as centres of activity and community cohesion;
 - Continuously improve the quality of design of buildings, structures and landscapes; and
 - Increase the sustainability of the built environment.
2. **Heritage Conservation:** *Cultural heritage resources and natural heritage resources should be identified and conserved. These can be leveraged to improve a district's character, identity and appeal. Establish density transfers and a bonusing system for heritage conservation.*
 3. **Affordability and Access:** *Part of encouraging vibrant TOD is ensuring a mix of housing types and tenures. This can be achieved by: encouraging a minimum affordable housing component; ensuring a mix of housing types are introduced with new developments; conserving tenanted buildings; encouraging secondary units and home occupation, in proximity to transit; and establishing a density transfer and bonusing system to achieve these objectives.*
 4. **Streets and Streetscapes:** *Pedestrian oriented street connections between all parts of the Hurontario/Main Street corridor, particularly key destinations and adjacent neighbourhoods, should be well defined. Street patterns should adhere to a grid pattern and be well connected to neighbourhoods, stations, shopping areas, open space and other key destinations. They should be characterized by frequent, interconnected streets to improve efficiency of transit circulation and to offer more choices for pedestrians. Built form must support good scale and microclimatic protection for pedestrians. Streets within the network should:*
 - Provide street oriented retail and active uses at grade wherever possible;
 - Contain street crossings that are noticeably marked so they are safe and convenient for pedestrians and cyclists and discernible for motorists;
 - Contain pedestrian connections (trails, paths, and other open spaces); and
 - Provide adequate landscaping and street furniture to provide convenience, comfort and protection from natural elements.
 5. **Building Mass:** *Minimum and maximum building heights must be established to ensure a continuous street wall and pedestrian oriented street environment and to conserve an overall*



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character, and to appropriately distribute density along the corridor. There should be consistency in character and form, while maintaining distinction and identity in the character areas. Minimum and maximum building setbacks (front and side) must be established to ensure the creation of a compact and attractive pedestrian realm (of particular importance is minimizing wasted space and parking lots located between buildings and the public sidewalk).

6. **Land Uses:** *Provide a mix of uses, housing types, sizes, densities, and tenures along the corridor that respects and enhances the Regional Urban System and the planned urban structure of Mississauga and Brampton. This structure is strongly based on the provincial Places to Grow initiative, and reflects intensification of land use in the Urban Growth Centres as a key direction. Create convenient, attractive places that combine a diverse mix of intensive uses providing opportunities for people of a wide range of incomes and ages to live, work, shop, recreate and learn. The mix of uses should be integrated both horizontally and vertically and create lively places. The design and quality of areas along public ways (sidewalk and other rights of ways), especially those leading to transit stations and/or stops are a crucial component of TOD and the ridership experience. Measures to consider include:*
- Concentrating amenities on-site at transit stops for both convenience and to decrease streetscape visual clutter;
 - Grouping and properly screening utilities to reduce visual impact along streetscapes;
 - Providing seating and resting areas, particularly where scenic views exist;
 - Providing other street amenities such as bicycle racks, street lighting, garbage receptacles and landscaping;
 - Incorporating appropriate street lighting in key areas so as to promote walking to and from transit stations and/or stops;
 - Encouraging significant mixed use. The mix will vary by area, but include combinations of commercial, residential, employment, institutional, cultural, entertainment, and open space;



- Prohibiting drive-through uses, which degrade the pedestrian environment and encourage auto use; and
 - Prohibiting auto-oriented services (e.g. gas station, auto repair) along the corridor, which again detract from the pedestrian environment and encourage auto use.
7. **A Framework to Allocate Density:** *Appropriate commercial and residential densities must be established near transit stations and stops in order to establish a “critical mass” to support high frequency transit service and to foster successful, walkable communities, while respecting the planned function of Urban Growth Centres of both municipalities. Critical mass can be attained by:*
- Locating highest densities as close as possible to transit stations and key stops;
 - Locating highest mix of uses as close as possible to transit stations and key stops;
 - Creating stations and key stops as multi-purpose destinations that cater to residents, workers, and transit users;
 - Encouraging demonstration projects in appropriate locations;
 - Encouraging transit supportive uses and densities (e.g. residences, work places, daycare facilities, medical clinics, restaurants, libraries, and recreational, educational and cultural facilities); and
 - Discouraging non-transit supportive uses and densities (e.g. warehousing, trucking facilities, low density residential). These types of uses are usually auto dependent and require considerable land area.

Densities should be allocated to the various Character Areas, following the Places to Grow framework, in a range of capacities from about 50 to 400 people plus jobs per hectare (ppj). Highest densities and building heights should be located along the corridor, scaling down moving east and west away from Hurontario/Main Street. Minimum and maximum densities and heights need to be assigned. This will give the Cities the ability to establish minimum building sizes and to implement a bonusing system to achieve other corridor objectives.



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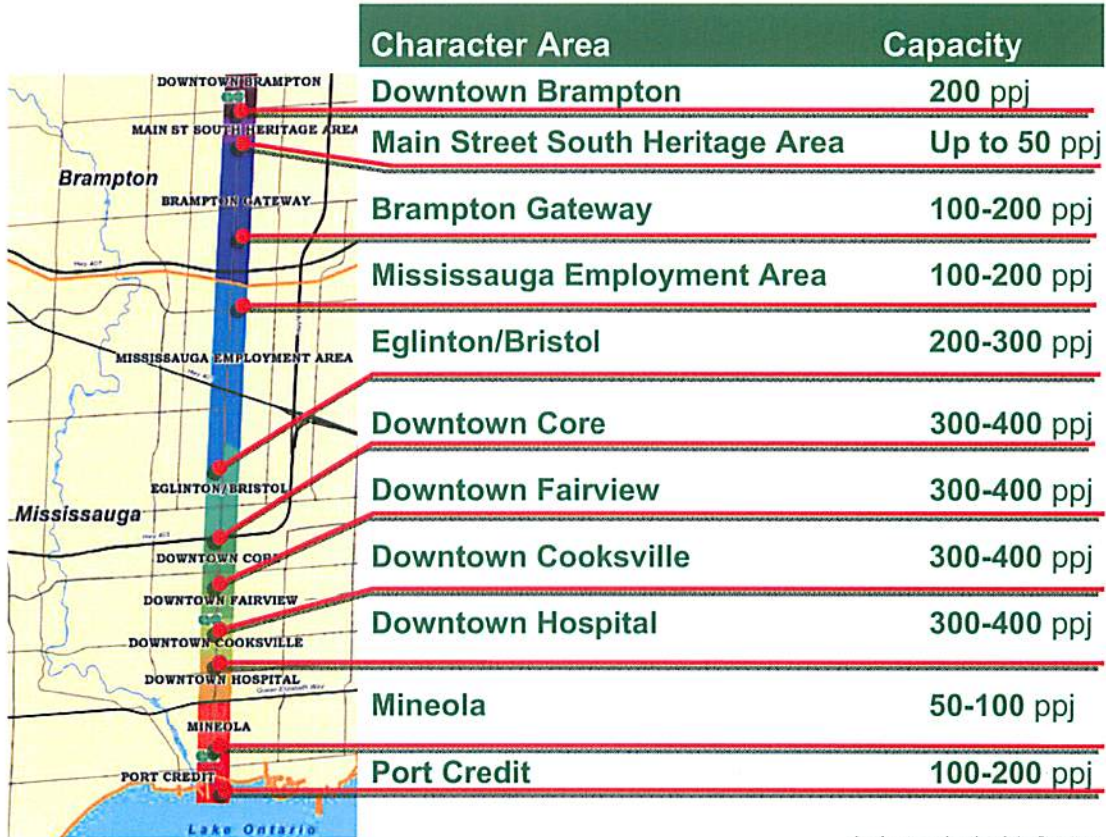
8. **Parking Strategy:** *A comprehensive parking strategy is required to ensure the effectiveness of the transit system, and to encourage users to shift modes. The strategy should consider:*
- Parking structures located alongside transit stops and inter-modal stations, to provide a minimal amount of convenient parking needed to support access;
 - On-street parking, wherever possible, to support active uses (right-of-way permitting);
 - Reduced parking standards for transit-oriented development along the corridor;
 - Encouraging development that includes structured or underground parking;
 - Prohibiting new surface parking facing the corridor;
 - Exploring opportunities for shared parking between complementary uses; and
 - Instituting paid parking, with fees differentiated by area.

Parking structures should contribute in a positive manner to the streetscape environment, in order to ensure that value is added to the process of urban place-making. Where possible, parking facilities should be located underground, or lined with a usable building envelope of uses when above grade, to allow for pedestrian related uses facing the street.

Vision for each Character Area

Due to their varying history, identity, density, land use, and transportation characteristics, each character area along the corridor has been examined in detail to establish how the overall vision can be tailored to the various communities.

A key factor is the estimated capacity in each area to absorb new development and accept increased density / intensity of development. The chart below defines the average range of estimated capacities for each character area, reflecting the values in the provincial Growth Plan. It should be noted that (as defined in the Vision above), much higher values are likely to occur closer to Hurontario in the areas with potential for major intensification, with densities decreasing as distance from the corridor increases. These average values are expected to apply predominantly to properties that face the corridor (particularly in more stable areas such as Mineola), with little or no change in adjacent stable communities.



*ppj = people plus jobs/hectare

Ranges of Estimated Capacity for PPJ by Character Area

Note: Capacities shown are interim and subject to further analysis



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The emerging vision for each character area is identified below, in terms of the overall direction and an image of the vision for the area. The transit concept at this stage is for reserved transit lanes in each section. Ideally these would be achieved by rebalancing the available right-of-way; widenings would only be considered if absolutely necessary.

Port Credit

Build upon the existing vibrant pedestrian-oriented neighbourhood with a node at Hurontario and Lakeshore, encourage TOD at the GO Station and some adjacent lots, and create a gateway mobility hub by connecting to GO Transit, local transit and the proposed Lakeshore higher-order transit system. The transit alignment is expected to be centre of street, with options to consider looping via area streets (to be assessed in the next project phase). Ensure that uses at grade animate the street, and the scale of built form and streetscape support the pedestrian activity.



Potential Constraints and Challenges: The CN Rail overpass - it restricts opportunities to expand the road width, which may be required to accommodate rapid transit; the railway limits road, cyclist and pedestrian connections between the waterfront and areas to the north; the narrow right-of-way poses a challenge for accommodating a dedicated transit lane. Ensuring sufficient pedestrian capacity must be considered if the right-of-way is widened.

Mineola

Maintain the existing character of Mineola, while incorporating rapid transit along Hurontario Street. The transit alignment is proposed to be centre of street. There is potential for a Kiss'n'Ride at the QEW interchange. Minimize the impact of front-yard parking and enhance the streetscape to encourage a variety of pedestrian activities and modes of movement.





Potential Constraints and Challenges: The stable Mineola neighbourhood has been designed primarily for the automobile. The numerous private driveways along Hurontario make access a key concern since traffic would only cross the dedicated transit lane at signals. Another constraint is the narrow right-of-way that poses a challenge for accommodating a transit lane. Ensuring sufficient pedestrian and cycling capacity must be considered if the right-of-way is widened. Unique to Mineola are the trees lining the street, which must be maintained or enhanced if possible. At the north end of Mineola are the QEW interchange ramps; these must be considered to coordinate traffic movements with exclusive transit lanes and pedestrian activity.

Downtown Hospital

Create a transformed street environment, focused on pedestrian oriented development – a highly mixed-use centre with hospital, businesses, retail, cafés, cultural, offices and residential. The transit alignment is expected to be centre of street. Capitalize on the Trillium Health Centre as a key connection point to local transit and a major destination. Provide strong street related uses at grade and a built form and streetscape scaled to the type of pedestrian activities and modes of movement anticipated.



Potential Constraints and Challenges: Poor pedestrian access due to the large setbacks of the high-rise residential buildings, the disconnected street pattern and the wide road cross-section. Various measures, e.g. buildings addressing the street, pedestrian-scaled elements, should be implemented to make it more pedestrian friendly. Traffic is heavy, which must be addressed when

planning for exclusive transit lanes. At the south end of the Downtown Hospital area are the QEW interchange ramps; these must be considered to coordinate traffic movements with exclusive transit lanes and pedestrian activity. Access for the Fire Station north of the Queensway is an issue.



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Downtown Cooksville

Revive the "Village" with new TODs (e.g. surrounding the GO Station) and a "4 Corners" at Hurontario and Dundas to create a mixed-use, mid-density node with business, retail, cafés, restaurants, cultural and community services. Build in a gateway mobility hub, encompassing future rapid transit on Dundas and Cooksville GO Station. Transit is expected to be centre of street alignment. Ensure that uses at grade animate the street, particularly with retail uses, and the scale of built form and streetscape reinforce the street and support the desirable type of pedestrian activity.



Potential Constraints and Challenges: Numerous plazas surrounded by large surface parking lots that are not pedestrian- or transit-supportive. The wide street is also not conducive to pedestrian activity. Downtown Cooksville experiences significant traffic congestion during peak periods, with the intersections at Dundas and near the Cooksville GO Station operating at or near capacity.

Downtown Fairview

Develop a vibrant downtown – a complete downtown environment, with high density and high-rise, and a mix of uses. Connect the City Centre vibrancy with Downtown Cooksville as part of the Cooksville gateway mobility hub. A centre or side of street alignment for transit is possible. Ensure that uses at grade animate the street (particularly retail), and the scale of built form and streetscape reinforce the street and support the desirable type of pedestrian activity.



Potential Constraints and Challenges: Poor pedestrian access, which exists for a variety of reasons: wide street without human-scaled elements makes it a poor pedestrian environment; many high-rise residential buildings tend to follow "tower in the park" development, which means they do not relate to the street and it will be difficult to change this form of development. Also, other buildings in the area are set back from the street.



Mississauga's Downtown Core

Create an invigorated multimodal downtown, supported by transit – a major destination with civic, commercial, cultural, residential and recreational uses. Running parallel to this study, the Downtown 21 Master Plan Study will provide further details, as related to the Hurontario Street and area immediately adjacent to the corridor.



Build on the role of the City Centre Transit Terminal, to create an orientation to transit, and support future growth. Link the Terminal to the Hurontario transit service to maximize transit focus. Design development around this anchor mobility hub, with effective links to the Mississauga BRT and many other transit services. A centre or side of street alignment for transit is possible. Route deviations from Hurontario will be assessed in the next project phase.

Potential Constraints and Challenges: A significant challenge will be the City Centre Transit Terminal. Already operating at capacity, the Terminal will need to accommodate the Hurontario rapid transit and Mississauga BRT systems. The Terminal is located approximately 750m off the Hurontario Street corridor, which will impact service and transit operations. Another constraint is the amount of surface parking in this area, specifically around the Square One shopping centre and many office towers. In addition to increasing already high traffic levels, these auto-oriented locations diminish the area's pedestrian environment. The pedestrian realm could also be improved by adding sidewalks on both sides of all streets and around large parking lots.

Eglinton/Bristol

Focus development at the junction of Eglinton and Hurontario to create a transit-oriented node – the vision is one of an emerging mixed-use centre with businesses, retail, cafés, restaurants and cultural uses. Ensure that uses at grade animate the street, encouraging continuous retail where appropriate, and the scale of built form and streetscape that support the type of pedestrian activity anticipated. Transit can be on a centre or side of street alignment.



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Potential Constraints and Challenges: At the south end of this area are the Highway 403 interchange ramps; these must be considered to coordinate traffic movements with exclusive transit lanes and pedestrian activity. The area is not pedestrian friendly, with its wide street, minimal pedestrian connections to the street, large surface parking lots and buildings that do not relate to the street. Also, traffic volumes are very high and the

intersections of Eglinton and Hurontario and Bristol and Hurontario experience high collision rates.

Mississauga Employment Area

Develop a mixed-use (predominantly employment) activity node at Hurontario and Highway 401, featuring new buildings near the street with convenient protected pedestrian linkages to existing buildings. No residential is possible due to the Airport Operating Area (noise-based restricted zone). Transit may be on a centre or side of street alignment. Encourage continuous street-related retail, where possible, and a built form and streetscape that supports pedestrian activity and a 'mainstreet' character.



Potential Constraints and Challenges: No residential development is allowed in this area because it is located within the Airport Operating Area. This area contains a mix of single- and multi-storey buildings with very low pedestrian levels due to the inadequate provision of pedestrian amenities, narrow sidewalks and automobile-oriented land uses. The Highway 401 interchanges are a constraint to transit and pedestrian activity.



Brampton Gateway Neighbourhood

Transform Shoppers World and other mall properties into mixed-use transit-oriented environments. At Shoppers World, connect the transit terminal directly to Hurontario transit service (facilitating development of a gateway hub with connections to the AcceleRide BRT system and other transit services). Create a pedestrian-scaled Hurontario/Main Street with



amenities to encourage pedestrian use. Transit is expected to be on a centre or side of street alignment.

Potential Constraints and Challenges: Loss of General Purpose Lane(s), reconfiguration of accesses along Hurontario Street / Main Street South, traffic mitigation, maintain streetscape/gateway features and/or build on this identity through its replacement. Location of existing Shoppers World Terminal to Main Street South and providing direct connectivity to other transit services are challenges to be considered. Access from the Fire Station is an issue.

Main Street South Heritage Area

Maintain the existing character, while incorporating rapid transit along Main Street South. The transit alignment is proposed to be centre of street. Identified as a stable heritage community with little or no change. Conservation and preservation of the Gage Park, Heritage buildings and streetscape including existing tree stands.

Potential Constraints and Challenges: Access control along Main Street South and traffic mitigation. There is a limited right-of-way, tree canopy preservation and loss of general purpose lane(s).





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Downtown Brampton

Build on the existing character and sense of place, by conserving heritage buildings and streetscape, as well as community identity, to guide new development opportunities. Build on the presence of the Transit Terminal to create TOD and re-imagine/ re-balance the area as a multimodal transit anchor hub. Integrate transit (alignment and streetscape) with existing



pedestrian friendly environment. Transit alignment may be centre or side of street. Innovative transit options will be analyzed as part of stage two of this study, including a one-way loop, a potential underground section, as well as possibility for extending north of the downtown.

Potential Constraints and Challenges: Access control along Hurontario Street / Main Street South and Traffic Mitigation. With limited right of way

through the downtown core there will be trade offs between balancing parking, pedestrians, traffic and transit. In order to provide rapid transit through the downtown core on Main Street on-street parking may be removed and/or focused to the adjacent network and parking garages. Loss of General Purpose Lane(s) and/or Mixed Traffic Operations.

NOTE: All of the options, constraints and challenges outlined above will be subject to further detailed analysis as part of stage two of this study, in order to arrive at the preferred option.

3. Next Steps Toward Implementation

The next steps in the Hurontario / Main Street Study are to define the transit, land use and urban design details of the plan for the corridor and each character area, based on this vision. This will also include developing the business case, interim transit service plan, and implementation plan for complete roll-out of the project (including the strategies for operations, funding and cost/revenue sharing), as well as assessing traffic impacts and completing the EA Master Plan process. A key building block is the travel demand forecast, which is essential to the development and testing of the options.



The analysis conducted for Stage 1 has shown that there is a case for moving to implementation of rapid transit in the short term on Hurontario/Main Street. It has also shown that this type of project can create a climate of development uplift along the corridor. This project is one of the “top 15” Metrolinx priorities. This project is strongly in line with the Metrolinx RTP implementation principles, and thus it is important to move ahead quickly to begin discussions with Metrolinx regarding pursuing an Alternative Financing Process (AFP) for the project. **The key step is for the two Cities to define a funding plan together with Metrolinx. This process should begin as soon as possible.**

Key steps in the implementation strategy (within and following this study) that the Cities will begin shortly include:

1. **Development of the interim phasing and transit service plan/strategy.** *Service frequency and ridership in parts of the corridor are at the level where introduction of transit priority measures is warranted. Coordination between municipalities is required to determine service levels, develop an operating strategy, coordinate transit priority measures, and determine a vehicle type along with developing the necessary branding for the service. The interim plan should recognize and build on both the City of Brampton's AcceleRide Bus Rapid Transit initiative and Mississauga Transit's Ridership Growth Strategy for service along the corridor to meet current and future passenger demands;*
2. **An early implementation of the interim rapid transit plan.** *This is intended to capitalize on opportunities in the corridor, including the planned Milton and Lakeshore GO Rail service improvements, AcceleRide and the Mississauga BRT. Potential elements are expected to include some combination of the measures listed below to enhance transit reliability and speed: transit priority signal systems; relocation of transit stops to the far-side of intersections, to facilitate transit progression along the corridor; queue jump lanes at key locations; exclusive turning lanes for buses at key locations (e.g. accesses to and from the Downtown Core, GO stations); and introduction of the buses which Metrolinx has committed for service on Hurontario. The interim plan should minimize “throw-aways” which will not be useful in the ultimate design;*
3. **Staged implementation of the policy framework.** *For example, the parking policies in Mississauga's current Parking Strategy are envisaged as being implemented in stages, with the Downtown Core being the first area for implementation of a transit-supportive strategy, in concert with the design of the system, establish an on-street parking regime, and minimum*



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and maximum parking standards for development;

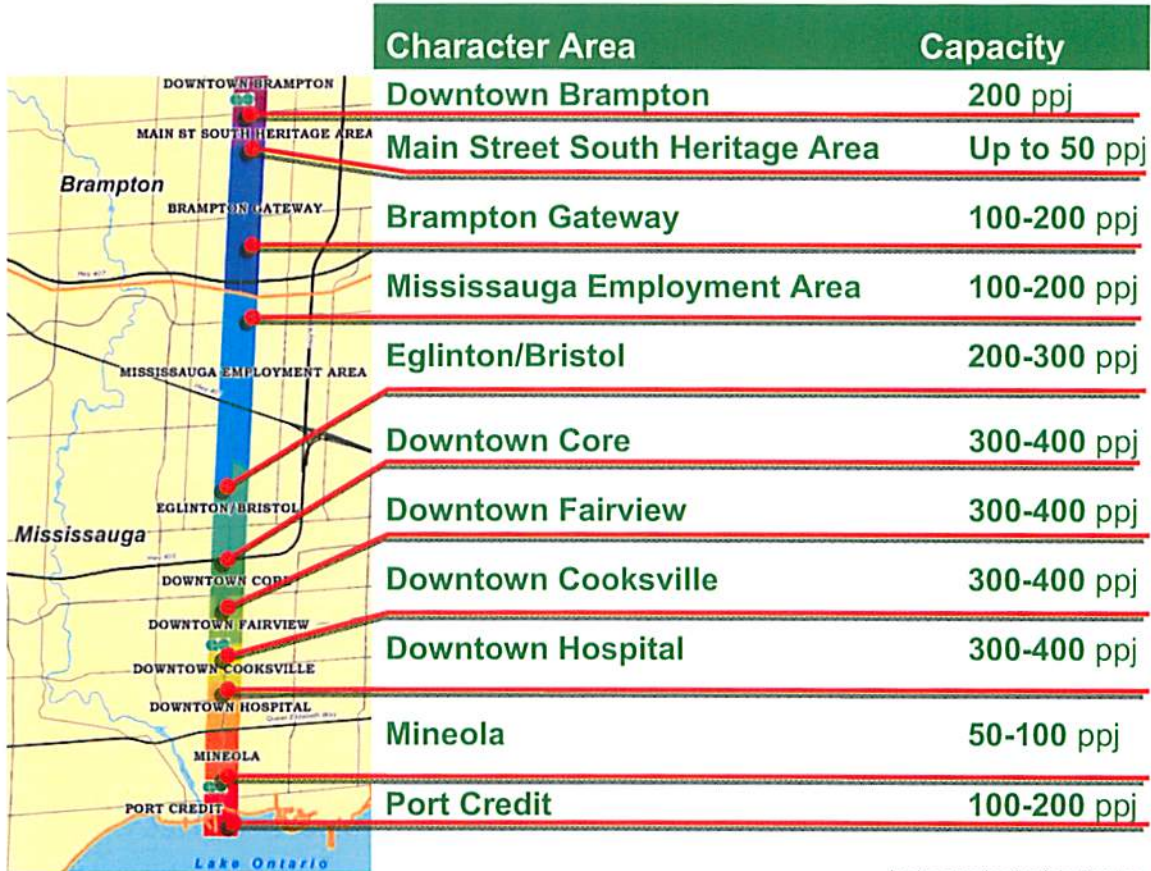
4. ***Evolving the planning policy framework.*** *Updating the provisions of the Official Plans (and Zoning By-laws) to provide a transit-supportive land use and design framework. Based on the directions and emerging vision, the following are the key elements of the planning policy framework:*
 - a) Establishing the principle of mixing land uses in both the Official Plans and the zoning by-laws. Prohibit auto-oriented uses in both sets of documents;
 - b) Establishing minimum and maximum density standards, with gradations away from the corridor;
 - c) Establishing bonusing tools under Section 37 of the Planning Act for the provision of key public benefits that support the transit corridor;
 - d) Developing urban design tools in the Official Plans, zoning by-laws, and in urban design guidelines which establish massing, height, siting relationships and relationships with transit, and the character of the public realm and buildings;
 - e) Establishing standards identifying minimum and maximum parking ratios;
 - f) Establishing right-of-way standards for Hurontario; and
 - g) Developing a Community Improvement Plan (CIP) strategy under Section 28 of the Planning Act to institute a package of incentives aimed to encourage the private sector to meet certain TOD targets. This CIP will be augmented by a proactive "Municipal Leadership Strategy" to assist Mississauga and Brampton in implementing the planning policy framework and CIP.
5. ***Urban design controls and guidelines for each character area along the corridor will guide development.*** *These will ensure that the corridor is transit-supportive and pedestrian-friendly while also respecting the existing communities' character and vision.*
6. ***Defining the EA process to follow at the conclusion of this Study.*** *The subject study includes the first two Phases of the Class EA process. The Cities will have the option to follow the 6-month Transit Project Assessment process (a Class EA process specific to transit). That may impact on the technical work completed in this study.*



Criteria to be used in the evaluation of the alternatives are shown in **Appendix B**.

Finally, successful implementation depends on the participation and active support of a wide range of stakeholders, including the business and development communities. The Cities should continue to engage all stakeholders as the Plan evolves, and be prepared to demonstrate commitment to action as it is finalized. Taking concrete action is particularly important to the development community in demonstrating the commitment of the two Cities to the transformation of the corridor. This was a message heard at the Symposium – the development community expects to see action on the part of government in order to move ahead with changing the form of development in the corridor.





*ppj = people plus jobs/hectare

Ranges of Estimated Capacity for PPJ by Character Area

Note: Capacities shown are interim and subject to further analysis