



Peel2051

Region of Peel Major Transit Station Area

Supplemental Information Package – Part A

April 2022

403-2	Winston Churchill
Growth Plan Priority:	Yes
Classification:	Secondary
Minimum Density:	90 ppj/ha
MTSA Size and Current Density:	54 ha 71 ppj/ha
Additional Policy Area:	Provincially Significant Employment Zone - south of Hwy 403 Regional Employment Area
Current Conditions & Context Summary:	<ul style="list-style-type: none"> • Hwy 403 Interchange limits active transportation connections • Poor pedestrian and cyclist experience • No current development pipeline activity, some vacant land • Proximity to sports & recreation and schools north of the Hwy 403 • Low flood risk • Low density residential lands north of Hwy 403 have direct access to the station through the utility corridor that has been pedestrianized with a cycle track
Development and Infrastructure Capacity:	<p>Developable area and density are limited by the Highway 403 right-of-way and interchange. While there are vacant parcels within the PSEZ, the lands within 800m of the station are largely restricted from development or built up with single-detached low density residential. The intensification potential within the MTSA boundary is reflective of opportunities in Employment and Commercial lands, as well as additional residential units (e.g. underutilized retail areas such as plazas both north and south of Highway 403).</p>

Source: City of Mississauga, MTSA Capacity Assessment, 2021.

Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.



<p>Growth Plan Policy 2.2.4.2</p>	<p>Analysis</p>
<p>For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner <u>that maximizes the size of the area</u> and the number of potential transit users that are within walking distance of the station.</p>	<p>The delineation encompasses some existing developments and vacant parcels nearby to the station, but also faces limited potential by restrictions on development (See 2.2.4.4.a). The delineation balances existing low density residential areas which have limited redevelopment potential but pedestrian access to the station, with employment and commercial lands which have greater redevelopment potential.</p>
<p>Growth Plan Policy 2.2.4.4 [Minister may approve a lower target where it has been demonstrated that...]</p>	<p>Analysis</p>

Source: City of Mississauga, MTSA Capacity Assessment, 2021.
 Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

<p>a. development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or</p>	<p>Development is prohibited in a significant portion of the MTSA 800m radius due to the Highway 403 right-of-way and interchanges.</p>
<p>b. there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.</p>	<ul style="list-style-type: none"> • The station's primary passenger activity source is driven by a larger area beyond the residents/workers of the MTSA and further than a 500-800m walkshed. Particularly given that it is used as a connecting station between the 403 BRT and GO Bus Service. • The station is a terminus of the BRT line (until the ridgeway stations is built) and the passenger catchment includes those beyond the immediate area, including those from nearby Halton Region who wish to use the BRT line linking to other parts of the transit corridor. • Given that most of the passenger activity source is from a larger population base than the MTSA itself; the ridership is not directly linked to the density of the immediate MTSA area. • Artesian Dr. Public School (K-5) is within the 800m radius and northwest of the station and has an enrollment of 543 students, contributing to potential trips and amenities in the area which support a complete community.

Source: City of Mississauga, MTSA Capacity Assessment, 2021.

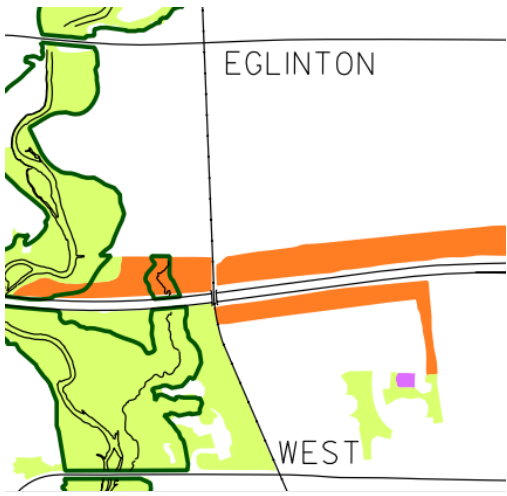
Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

403-4	Creditview
Growth Plan Priority:	Yes
Classification:	Secondary
Minimum Density:	50 ppj/ha
MTSA Size and Current Density:	51 ha 57 ppj/ha
Additional Policy Area:	N/A
Current Conditions & Context Summary:	<ul style="list-style-type: none"> • Limited mobility access to MTSA, and little to no potential for improvements • GO rail corridor presents a barrier to east-west travel • No vacant land, no development pipeline activity, and low-density residential parcels limit intensification opportunities • Proximity to community amenities (sports and recreation facilities)
Development and Infrastructure Capacity:	Creditview's development and density is limited by the limited number of parcels for intensification, and restricted access across the GO rail corridor and Highway 403. While the local official plan includes policies to permit gentle intensification (second unit policies), the difficulty in land assembly for larger scale intensification of this type of built form limits the density that can ultimately be achieved.



Source: City of Mississauga, MTSA Capacity Assessment, 2021.

Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

Growth Plan Policy 2.2.4.2	Analysis
<p>For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner <u>that maximizes the size of the area</u> and the number of potential transit users that are within walking distance of the station.</p>	<p>The delineation encompasses existing residential developments in the northeast quadrant of the 800m radius which can more realistically access the station via active transportation modes, considering the rail and highway right-of-way barriers. The lands in the southeast and northwest quadrants are also low-density developments with small parcels on curvilinear streets which are challenging to intensify. The size of the delineation is also limited by restrictions on development (See 2.2.4.4.a).</p>
Growth Plan Policy 2.2.4.4 [Minister may approve a lower target where it has been demonstrated that...]	Analysis
<p>a. development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or</p>	<p>Development is prohibited in a significant portion of the MTSA 800m radius due to the Highway 403 right-of-way and Core Areas of the Regional Greenlands system (southwest quadrant). Lands are also restricted from development due to the City of Mississauga “Significant Natural Area and Natural Greenspaces,” “Natural Hazards,” and “Linkages” (Schedule 3 Natural System) in green and orange, respectively below. These areas have been excluded from the delineation as they would not contribute to the density or increased passenger volumes.</p> 

Source: City of Mississauga, MTSA Capacity Assessment, 2021.
 Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City’s employment survey, internal map/population database, development application database, and the Official Plan.

<p>b. there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.</p>	<ul style="list-style-type: none"> • The conceptual station, yet to be constructed, is envisioned as a commuter stop along the 403 Transitway network. It will likely operate as a stop over to serve the largely established low density residential within and surrounding the delineated station area. • The station is also likely to act as a connecting stop for commuters along the 403 Transitway to connect with the Erindale GO Station, which is 690m from the proposed transitway station, well within walking distance. • Given that most of the passenger activity source is from a larger population base than the MTSA itself; the ridership is not directly linked to the density of the immediate MTSA area. • The Riverwood Conservancy is located in the southwest quadrant of the 800m radius, and this future station will provide the nearest east-west MTSA transit service. • Sustaining ridership for this future station will also depend on the availability of drop off and pickup facilities. The closest 403 Transitway with drop off facilities is in Erin Mills (2.7km away), so the potential for this station to serve a larger catchment area is possible depending on the available station amenities, such as parking, drop off lanes, and bicycle racks.
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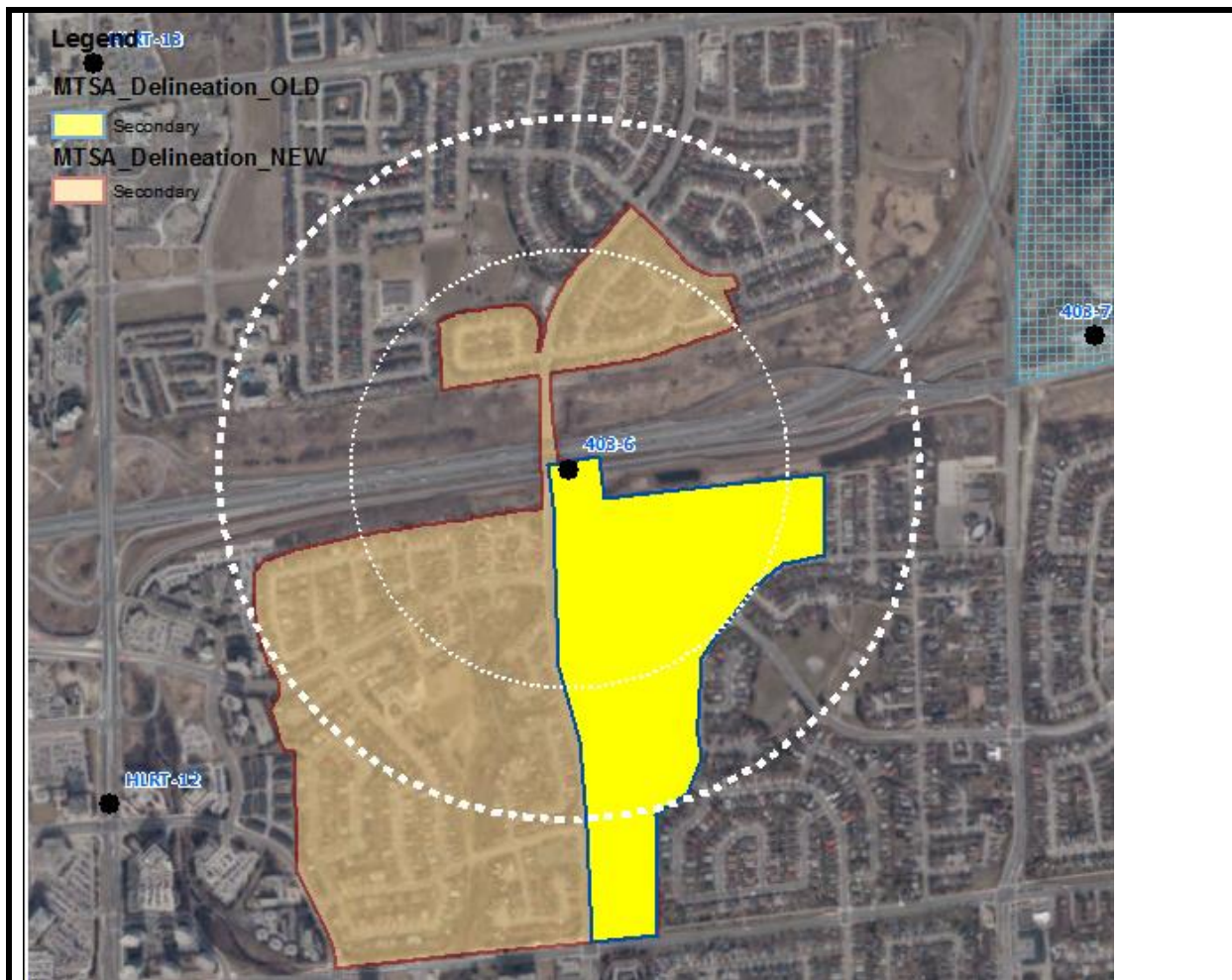
Source: City of Mississauga, MTSA Capacity Assessment, 2021.

Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

403-6	Central Parkway
Growth Plan Priority:	Yes
Classification:	Secondary
Minimum Density:	80 ppj/ha
MTSA Size and Current Density:	113 ha 67 ppj/ha
Additional Policy Area:	N/A
Current Conditions & Context Summary:	<ul style="list-style-type: none"> • Moderate flood risk and environmentally sensitive • Low availability of vacant land, no development pipeline activity • Multiple schools, sports & recreation facilities attract trips but affect density • Hwy 403 is a barrier to north-south mobility and limits development • Low density residential lands west and north of the current boundaries have limited redevelopment potential but provides continuity along the entire 403 transit corridor to increase connectivity to transit
Development and Infrastructure Capacity:	Central Parkway's growth and development is limited by moderate flood risk, environmentally sensitive lands and barriers for concentrated growth north of Highway 403. The intensification potential within the boundary is reflective of opportunities within designated High Density Residential and Commercial lands, as well as additional residential units (e.g. underutilized plazas and high density residential sites with low lot coverage)

Source: City of Mississauga, MTSA Capacity Assessment, 2021.

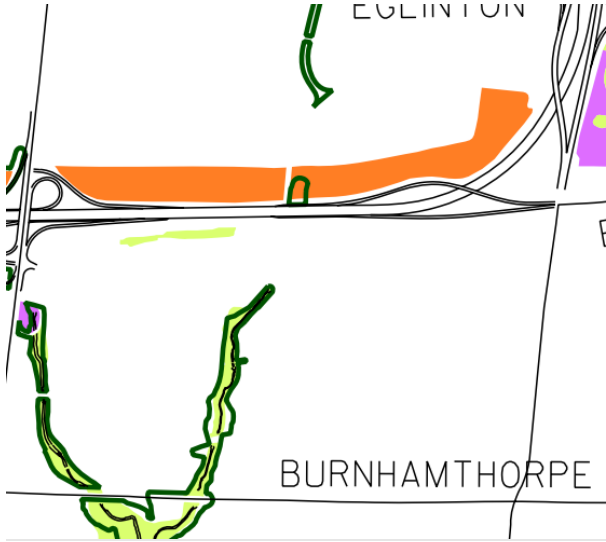
Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.



Note: areas identified as "New" are additions to the old boundary

Growth Plan Policy 2.2.4.2	Analysis
<p>For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.</p>	<p>Much of the lands within the 800m radius are low-density developments with small parcels on curvilinear streets which are challenging to intensify. The delineation balances including existing institutional, commercial, and residential areas with single detached built forms that are more difficult to intensify (and disjointed by the highway). The size of the delineation is also limited by restrictions on development (See 2.2.4.4.a).</p>
<p>Growth Plan Policy 2.2.4.4 [Minister may approve a lower target where it has been demonstrated that...]</p>	<p>Analysis</p>

Source: City of Mississauga, MTSA Capacity Assessment, 2021.
 Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

<p>a. development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or</p>	<p>Development is prohibited in a significant portion of the MTSA 800m radius due to the Highway 403 right-of-way. The 800m radius also contains “Significant Natural Areas and Natural Green Spaces” and Natural Hazards” (development restricted) identified on Schedule 3 – Natural System of the Mississauga Official plan. These areas have been excluded from the delineation as they would not contribute to the density or increased passenger volumes.</p> 
<p>b. there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.</p>	<ul style="list-style-type: none"> • A significant land area is dedicated to the St. Charles Garnier Elementary Catholic School (K-8), Rene-Lamoureux Elementary Catholic School (K-6), the Central Parkway Mall and the Parkway Green Park, all these facilities are inherently low density in nature and act as destinations and amenities to serve a larger area than those within the MTSA boundary. <ul style="list-style-type: none"> <i>School Enrollment within the delineation:</i> <ul style="list-style-type: none"> ○ St. Charles Garnier (K-8): 195 ○ Rene-Lamoureux (K-6): Unknown <i>School Enrollment within 800m:</i> <ul style="list-style-type: none"> ○ St. Pio of Pietrelcina (K-8): 412 ○ Sts. Peter & Paul (K-8): 209 • Given that most of the passenger activity source is from a larger population base than the MTSA itself; the ridership is not directly linked to the density of the immediate MTSA area.

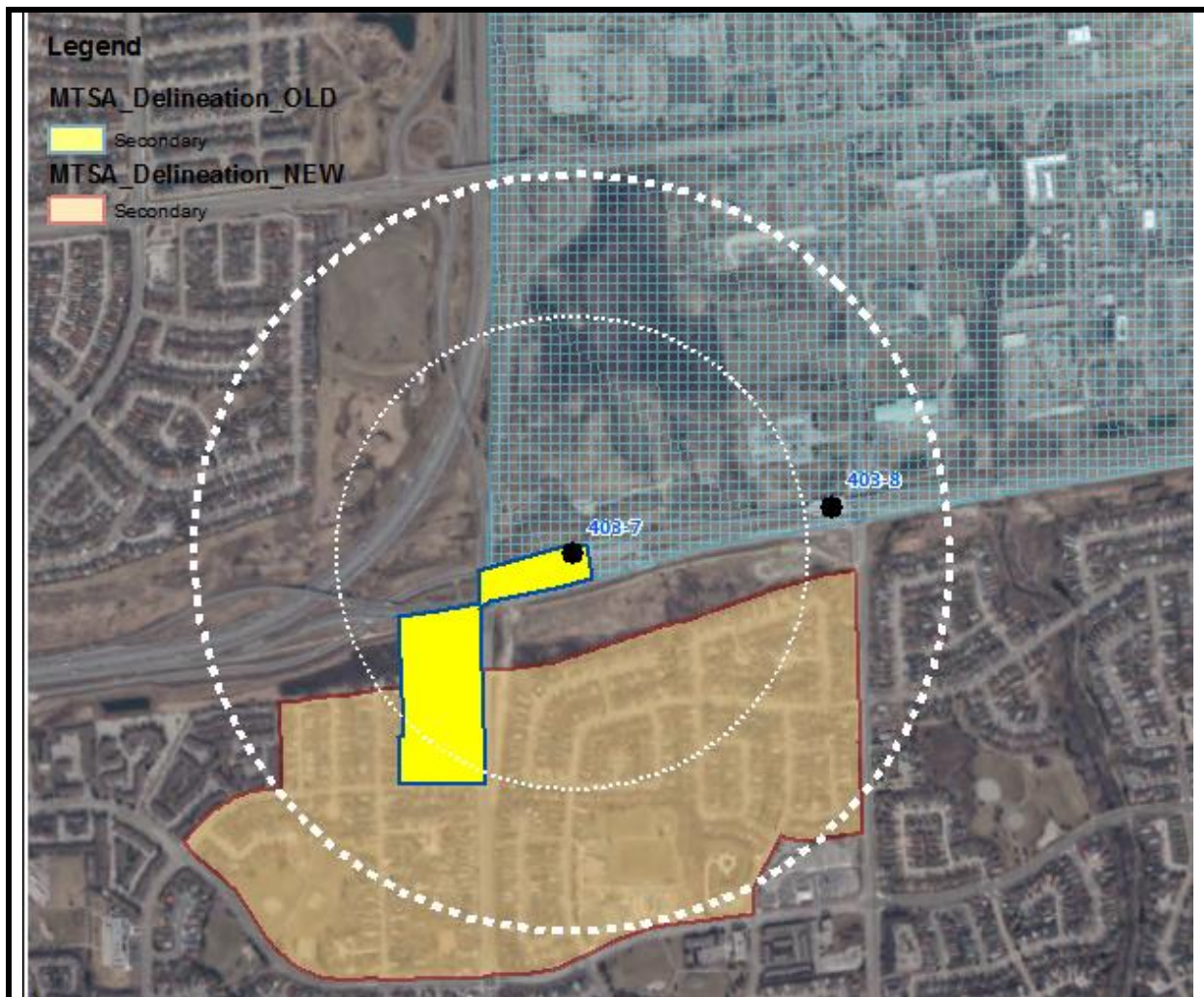
Source: City of Mississauga, MTSA Capacity Assessment, 2021.

Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City’s employment survey, internal map/population database, development application database, and the Official Plan.

403-7	Cawthra Rd
Growth Plan Priority:	Yes
Classification:	Secondary
Minimum Density:	50 ppj/ha
MTSA Size and Current Density:	84 ha 44 ppj/ha
Additional Policy Area:	Provincially Significant Employment Zone - northeast of Hwy 403 and Eastgate Pkwy Regional Employment Area
Current Conditions & Context Summary:	<ul style="list-style-type: none"> • Transitway station has limited pedestrian and cyclist infrastructure • Access barrier at Hwy 403 Interchange • High availability of vacant land, but irregular parcel configuration • No development pipeline activity • Moderate flood risk • Limited community facilities and amenities • Low density residential lands on the south side of the 403 have the potential to support station ridership with improved station access and infrastructure connectivity.
Development and Infrastructure Capacity:	Cawthra's growth and development is limited by moderate flood risk, the Highway 403, and irregular parcel size and parcel availability for intensification. Much of the built form within the 800m radius is low-density development with small parcels on curvilinear streets which is challenging to intensify. The proposed boundary expansion is reflective of opportunities within vacant lands, as well as additional residential units.

Source: City of Mississauga, MTSA Capacity Assessment, 2021.

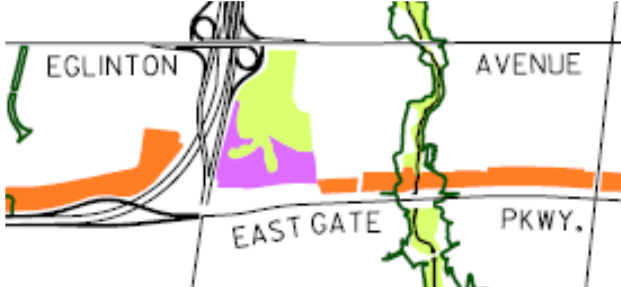
Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.



Note: areas identified as "New" are additions to the old boundary

Growth Plan Policy 2.2.4.2	Analysis
<p>For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner <u>that maximizes the size of the area</u> and the number of potential transit users that are within walking distance of the station.</p>	<p>Much of the lands within the 800m radius are low-density developments with small parcels on curvilinear streets which are challenging to intensify. The delineation includes institutional uses and excludes other areas with single detached built forms that are more difficult to intensify (and disjointed by the highway). The size of the delineation is also limited by restrictions on development (See 2.2.4.4.a).</p>
<p>Growth Plan Policy 2.2.4.4 [Minister may approve a lower target where it has been demonstrated that...]</p>	<p>Analysis</p>

Source: City of Mississauga, MTSA Capacity Assessment, 2021.
 Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

<p>a. development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or</p>	<p>Development is prohibited in a significant portion of the MTSA 800m radius due to the Highway 403 right-of-way which curves northward. Development is also prohibited in the Region of Peel Core Area of the Greenlands System (Schedule A) and restricted in the City of Mississauga “Significant Natural Area and Natural Greenspaces” (Schedule 3 Natural System) in green below.</p> <p>The City of Mississauga Special Management Area (Schedule 3 Natural System) in purple below also restricts development.</p> 
<p>b. there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.</p>	<ul style="list-style-type: none"> • The station’s primary passenger activity source is driven by a larger area beyond the residents/workers of the MTSA and further than a 500-800m walkshed. Two schools on the southern edge of the 800m radius may contribute to trips: <ul style="list-style-type: none"> ○ John Cabot (Secondary): 694 ○ St. Vincent de Paul (K-8): 164 • The presence of a drop off area (unlike the nearby Tomken Station), and a parking lot adjacent to the station encourage passenger use from developments outside the MTSA boundary. As a result, this station acts primarily as a stop over meeting point station for drop offs and pickup that serve the larger area.

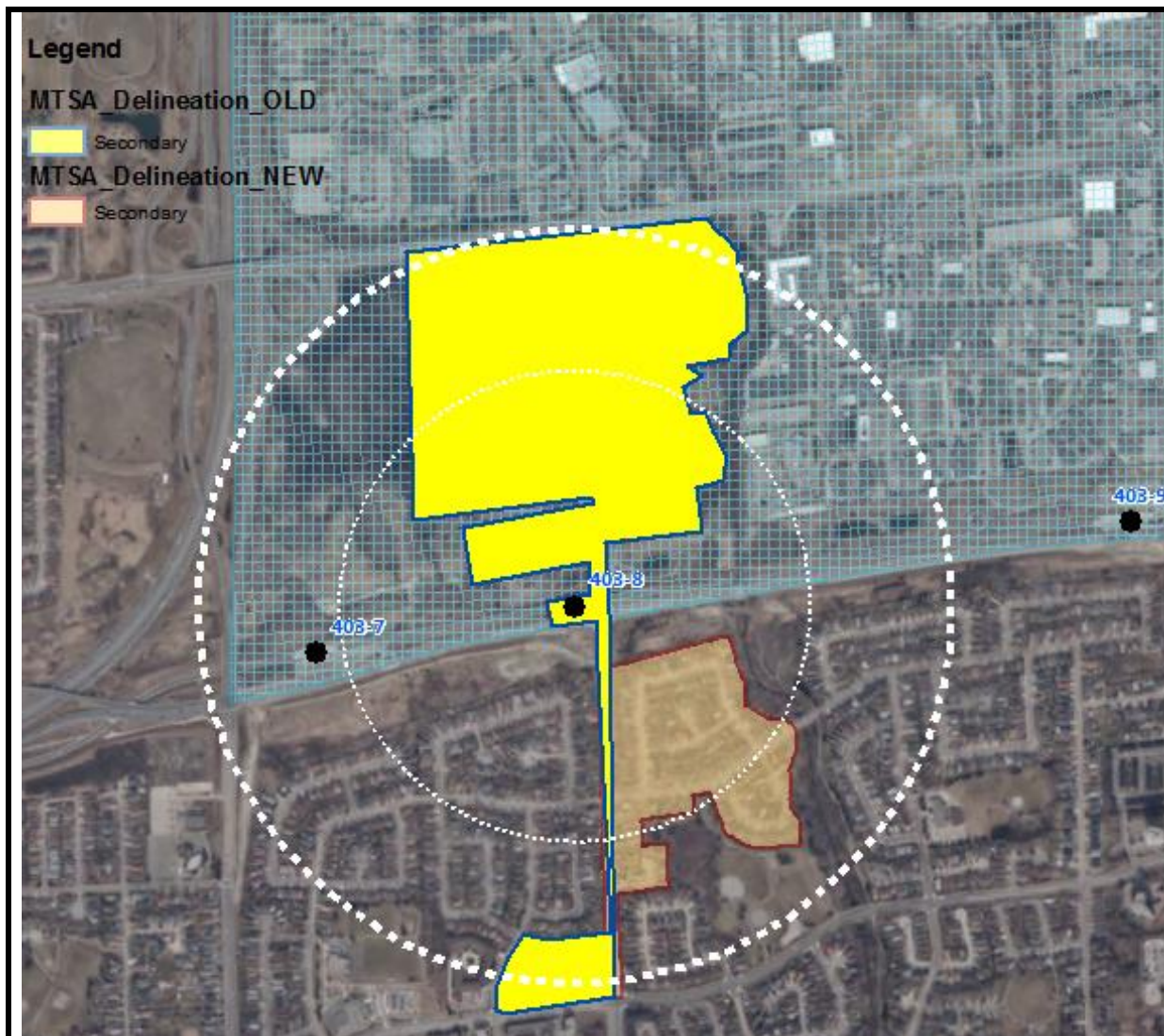
Source: City of Mississauga, MTSA Capacity Assessment, 2021.

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403-8	Tomken Rd
Growth Plan Priority:	Yes
Classification:	Secondary
Minimum Density:	90 ppj/ha
MTSA Size and Current Density:	64 ha 29 ppj/ha
Additional Policy Area:	Provincially Significant Employment Zone - north of Hwy 403 Regional Employment Area
Current Conditions & Context Summary:	<ul style="list-style-type: none"> • No development pipeline activity, some vacant land available • Moderate flood risk, environmentally sensitive lands • Mix of residential, commercial, employment uses • Low density residential lands on the east side of Tomken Road up to Little Etobicoke Creek create a contiguous delineation along the corridor.
Development and Infrastructure Capacity:	Tomken's growth and development is limited by moderate flood risk, the Highway 403, and irregular parcel size and availability for intensification. Much of the built form within the 800m radius is low-density development with small parcels on curvilinear streets which is challenging to intensify with limitations on intensification and land assembly. The intensification potential within the MTSA boundary is reflective of vacant and underutilized Employment and Commercial lands, as well as additional residential units (e.g. underutilized employment lands and plazas)

Source: City of Mississauga, MTSA Capacity Assessment, 2021.

Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.



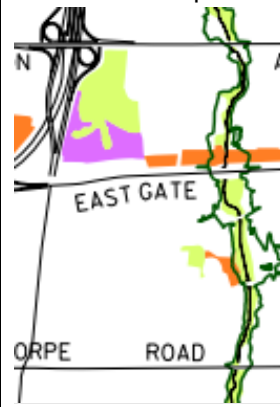
<p>Growth Plan Policy 2.2.4.2</p>	<p>Analysis</p>
<p>For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner <u>that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.</u></p>	<p>Much of the lands within the 800m radius are low-density developments with small parcels on curvilinear streets which are challenging to intensify. The delineation includes institutional uses and other areas with single detached built forms that are more difficult to intensify. The size of the delineation is also limited by restrictions on development (See 2.2.4.4.a).</p>
<p>Growth Plan Policy 2.2.4.4 [Minister may approve a lower target where it has been demonstrated that...]</p>	<p>Analysis</p>

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a. development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or

Development is prohibited in a significant portion of the MTSA 800m radius due to the Highway 403 right-of-way which curves northward. Development is also prohibited in the Region of Peel Core Area of the Greenlands System (Schedule A) and restricted in the City of Mississauga "Significant Natural Area and Natural Greenspaces", "Linkages" and "Natural Hazards" (Schedule 3 Natural System) in green and orange below.

The City of Mississauga Special Management Area (Schedule 3 Natural System) in purple below also restricts development.



Source: City of Mississauga, MTSA Capacity Assessment, 2021.

Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

<p>b. there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.</p>	<ul style="list-style-type: none"> • Amenities such as the Tomken Arena, The Philip Pocock Secondary School provide destinations to passengers beyond the immediate surroundings. School enrollment within the delineation is as follows: <ul style="list-style-type: none"> ○ Philip Pocock (Secondary): 1,136 ○ Toronto Montessori Institute Mississauga Campus (Career College): Unknown • Density is not reflective of the passenger ridership for the station given that utility, community facility, employment and commercial retail land uses comprise the bulk of the MTSA and serve a larger population than those within the 500-800m walkshed. • Lands north of East gate are Provincially Significant Employment Zone areas and development opportunity is limited to employment uses that are characteristically lower in density. • The station operates as a stopping point for employees or visitors of the immediate surrounding employment area and is not envisioned as a complete community, which relies on the immediate lands within the MTSA boundary, for its passenger uptake.
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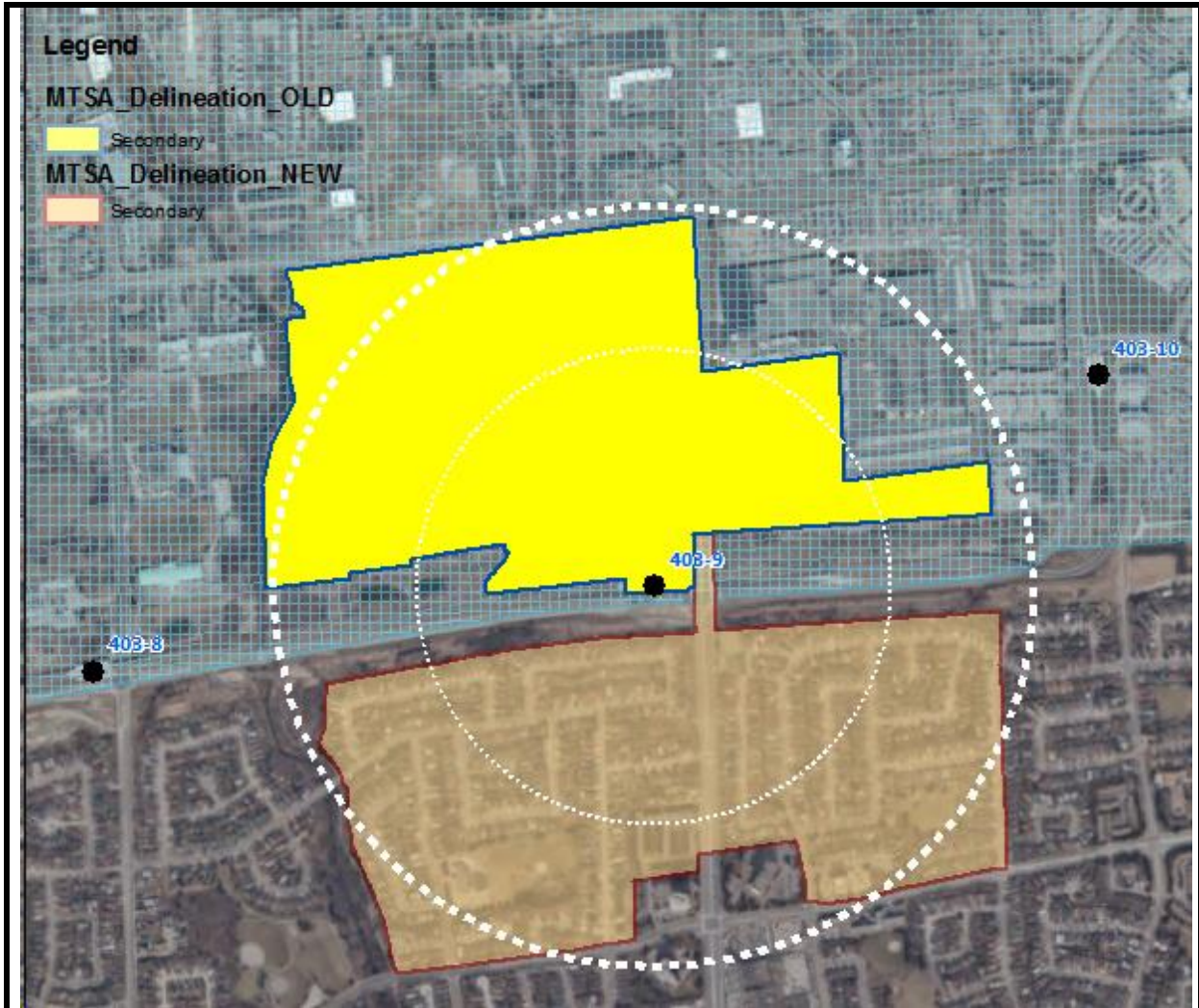
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403-9	Dixie Rd
Growth Plan Priority:	Yes
Classification:	Secondary
Minimum Density:	130 ppj/ha
MTSA Size and Current Density:	156 ha 52 ppj/ha
Additional Policy Area:	Provincially Significant Employment Zone - north of Hwy 403 Regional Employment Area
Current Conditions & Context Summary:	<ul style="list-style-type: none"> • Limited pedestrian and cyclist infrastructure, separation by the Hwy 403 • Existing light industrial uses on the north side of the 403 in a Provincially Significant Employment Zone, no development pipeline activity • Moderate flood risk (natural hazard just west of 800m radius) • Limited community facilities • Low density residential lands south of the East Parkway, as well as significant medium and high density residential
Development and Infrastructure Capacity:	Dixie's growth and development is limited by moderate flood risk, a built-up active industrial area north of the highway, and small parcels with limited intensification potential south of the highway. Intensification potential within MTSA boundary is reflective of underutilized Employment lands which can be intensified with employment uses, as well as additional residential units in the residential areas.

Source: City of Mississauga, MTSA Capacity Assessment, 2021.

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Growth Plan Policy 2.2.4.2	Analysis
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Source: City of Mississauga, MTSA Capacity Assessment, 2021.
 Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

Growth Plan Policy 2.2.4.4 [Minister may approve a lower target where it has been demonstrated that...]	Analysis
a. development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or	Development is prohibited in a portion of the MTSA 800m radius due to the Highway 403 right-of-way.
b. there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.	<ul style="list-style-type: none"> • Lands north of East gate are Provincially Significant Employment Zone areas and development opportunity is limited to employment uses that are characteristically lower in density. • The station operates as a stopping point for the approximate 3,500 employees, and some visitors, of the immediate surrounding employment area. The area is a focus for employment that is low density in nature, however zoning would not preclude some additional intensification if there was a market demand. • Land south of East gate are low density residential with limited redevelopment potential. Propose densities could increase through additional residential units. • One elementary school is on the southwest edge of the 800m radius, with enrollment as follows: <ul style="list-style-type: none"> ○ St. Basil (K-8): 268

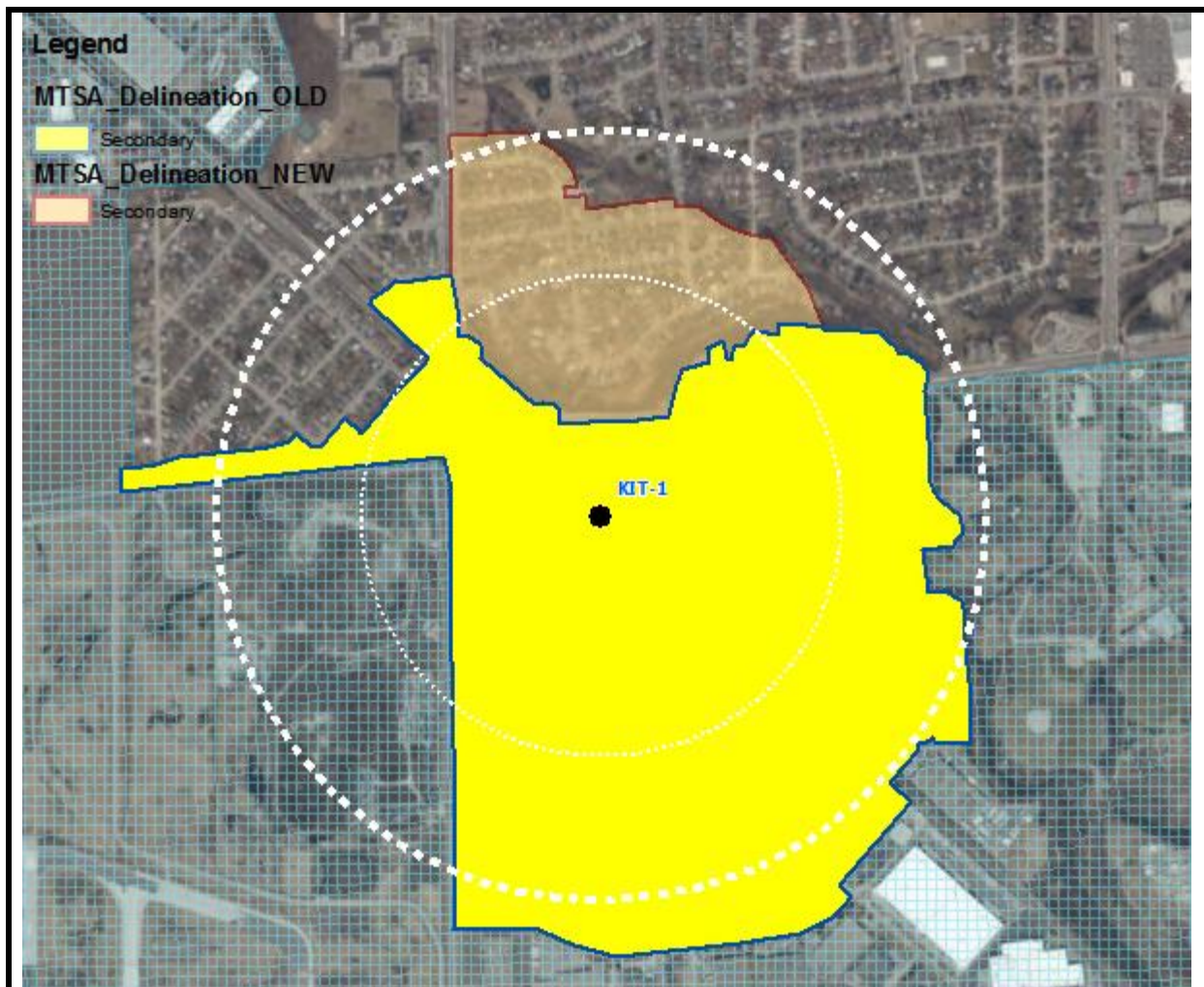
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Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

<u>KIT-1</u>	<u>Malton GO</u>
Growth Plan Priority:	Yes
Classification:	Secondary
Minimum Density:	100 ppj/ha
MTSA Size and Current Density:	173 ha 28 ppj/ha
Additional Policy Area:	Provincially Significant Employment Zone (blue hatch south of Derry Rd) Regional Employment Area
Current Conditions & Context Summary:	<ul style="list-style-type: none"> • Limited pedestrian and cyclist infrastructure, separation by CN Railway • Existing industrial uses, office, commercial uses • Pearson International Airport Operating Area • Moderate flood risk & greenlands • Limited community facilities • The proposed boundary expansion includes low density residential within the 500 to 800m radius to the north-end of the MTSA
Development and Infrastructure Capacity:	Malton GO's growth and development is limited by the Pearson International Airport Operating Area height restrictions. Existing low-density residential areas have limited intensification potential and do not have direct access to the station due to separation by environmental features. These factors impact the ability to achieve the minimum density for this MTSA

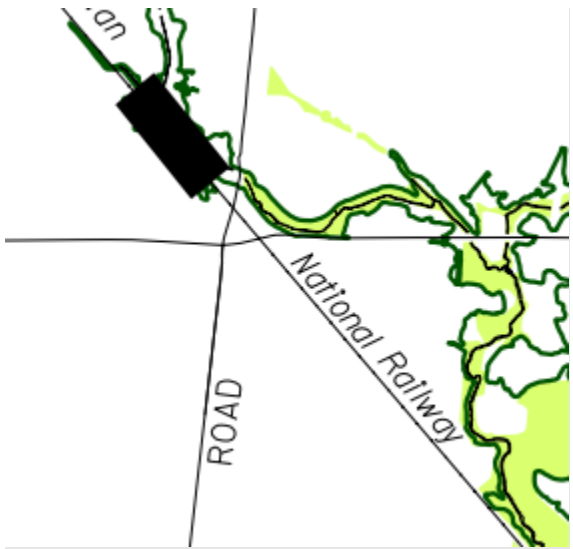
Source: City of Mississauga, MTSA Capacity Assessment, 2021.

Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.



Growth Plan Policy 2.2.4.2	Analysis
<p>For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner <u>that maximizes the size of the area</u> and the number of potential transit users that are within walking distance of the station.</p>	<p>The Malton Go Major Transit Station Area is within the Pearson Airport Operating Area (AOA). Residential and other sensitive land uses are not permitted within the Airport Operating Areas. The delineation includes Business Employment and Industrial lands on the south side of Derry Road, which have redevelopment potential but will be limited but the AOA restrictions on sensitive land uses and building height. Lands on the northside of Derry Road are designated Mixed use and residential low density, which can accommodate modest intensification, limited to the AOA restrictions.</p>

Source: City of Mississauga, MTSA Capacity Assessment, 2021.
 Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

Growth Plan Policy 2.2.4.4 [Minister may approve a lower target where it has been demonstrated that...]	Analysis
<p>a. development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or</p>	<p>Pearson Airport (southwest corner of Derry and Airport Rd) cannot be developed, and the Airport Operating Area (height, noise, vibration) restricts heights and land uses in the 800m radius. See Schedule H of the Regional Official Plan. This MTSA is within Noise Exposure Projection/Forecast 35 on Regional Official Plan Figure 6. PPS policy 1.6.9.2 states that airports shall be protected from incompatible land uses and development by prohibiting new residential/sensitive uses in areas above NEP/NEF 30, restricting redevelopment, and discouraging land uses which may cause potential aviation safety hazards.</p>  <p>The map shows a portion of the Pearson Airport area. A black rectangle highlights a specific area. A road labeled 'ROAD' runs vertically. A diagonal line labeled 'National Railway' runs from the bottom right towards the top left. A green shaded area represents the Airport Operating Area. The map also shows some green areas representing vegetation or parks.</p>

Source: City of Mississauga, MTSA Capacity Assessment, 2021.

Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

<p>b. there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.</p>	<ul style="list-style-type: none"> • The Airport is a major trip generator and many transit routes which use Airport Rd and Derry Rd connect passengers to destinations across the GTA. The Malton GO station ridership serves a number of passengers that access the International Conference Centre located adjacent to the station with a capacity of 8,000 visitors that could drive ridership; along with 3,000 existing employees within the MTSA draft boundaries. The existing OP and Zoning policies would not preclude additional employment through intensification, subject to market demand. • Proximity to the airport also allows the Malton GO station to be a drop off or pick up connection point from and to the airport and the surrounding hospitality uses to other areas served by the Kitchener GO line. • Given that most of the passenger activity source is from a larger population base than the MTSA itself (including those along the Kitchener GO line); the ridership is not directly linked to the density of the immediate MTSA area. • A number of places of worship and Shiloh Christian School are located within the delineation and also can contribute to ridership.
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Source: City of Mississauga, MTSA Capacity Assessment, 2021.

Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

HLRT-2	Mineola
Growth Plan Priority:	Yes
Classification:	Secondary
Minimum Density:	50 ppj/ha
MTSA Size and Current Density:	43 ha 30 ppj/ha
Additional Policy Area:	N/A
Current Conditions & Context Summary:	<ul style="list-style-type: none"> • Pedestrian and cyclist infrastructure in place • Limited availability of vacant land and low-density residential parcels present limited intensification opportunities • No development pipeline activity • Proximity to sports and recreational facilities • Port Credit Secondary School, Mineola Public School
Development and Infrastructure Capacity:	Mineola's growth and development is limited by the low availability of vacant land, existing land uses like schools, and small parcel sizes of the predominantly single detached residential area. While the local official plan includes policies to permit gentle intensification (second unit policies), the difficulty in land assembly for larger scale intensification of this type of built form limits the density that can ultimately be achieved.

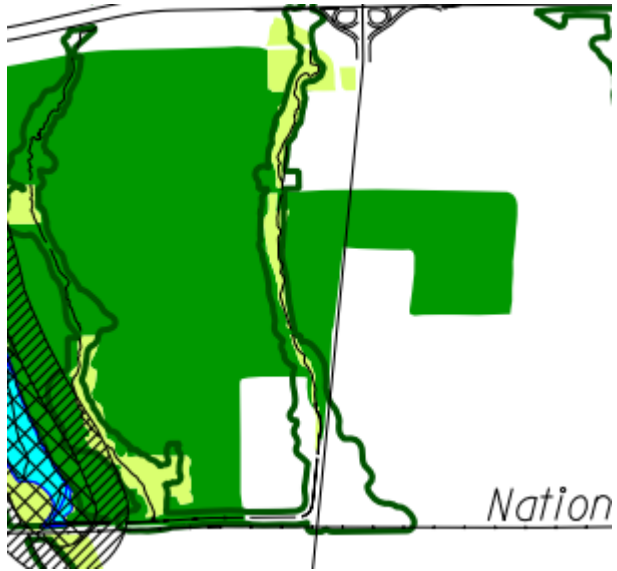
Source: City of Mississauga, MTSA Capacity Assessment, 2021.

Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.



<p>Growth Plan Policy 2.2.4.2</p>	<p>Analysis</p>
<p>For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner <u>that maximizes the size of the area</u> and the number of potential transit users that are within walking distance of the station.</p>	<p>The land area of this MTSA has been impacted and driven by the existing built form. The delineation currently encompasses the area and parcels most likely to be able to introduce more dense land uses along the frontage of Hurontario Street, and limits extension east and west into the low-density residential neighbourhood which will not likely contribute significantly to achieving the minimum density. The delineation corresponds with the Mississauga OP intensification corridor boundary, and lands north of the 800m radius with opportunity to intensify were included in the delineation.</p>
<p>Growth Plan Policy 2.2.4.4 [Minister may approve a lower target where it has been demonstrated that...]</p>	<p>Analysis</p>

Source: City of Mississauga, MTSA Capacity Assessment, 2021.
 Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

<p>a. development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or</p>	<p>In the City of Mississauga Official Plan, both Residential Woodlands and Natural Hazards restrict development (on Schedule 3 Natural System) and are shown in green and green outline respectively, below.</p>  <p>The map displays a geographical area with various land use designations. A large, irregularly shaped area is filled with a solid green color, representing Residential Woodlands. A smaller, elongated area is outlined in green, representing Natural Hazards. To the left of these green areas, there is a region with a blue and white checkered pattern. The word "Nation" is written in a cursive font in the bottom right corner of the map area.</p>
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Source: City of Mississauga, MTSA Capacity Assessment, 2021.

Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

<p>b. there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.</p>	<ul style="list-style-type: none"> • The station is envisioned as a commuter stop along the Hurontario LRT, it will likely serve the surrounding Mineola neighbourhood, a well-established low-density residential area with limited intensification and redevelopment opportunities. • Passengers to the station may include students located within the neighbourhood and staff travelling to schools, with enrollment outlined below: <ul style="list-style-type: none"> <i>Within the Delineation</i> <ul style="list-style-type: none"> ○ Port Credit (Secondary): 1,262 ○ Queen Elizabeth Sr PS (6-8): 348 ○ Mineola PS (K-6): 346 ○ Tiny Treasure Mississauga Montessori School: Unknown ○ Canadian Academy of Dental Health and Community Sciences (Career College): Unknown ○ Blyth Academy Adamson Campus (Secondary): Unknown <i>Within the 800m Radius</i> <ul style="list-style-type: none"> ○ Kenollie PS (K-6): 195 ○ Forest Avenue PS (K-6): 198 ○ Oakwood Academy Private School (K-8): Unknown ○ C.E. Academy Private School (Elementary): Unknown • The station is also likely to act as an alternative stop off station for commuters to connect with the Port Credit GO Station, which is 620m from the proposed LRT station and well within walking distance. • Given that most of the passenger activity source is from a larger population base than the MTSA itself; the ridership is not directly linked to the density of the immediate MTSA area.
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Source: City of Mississauga, MTSA Capacity Assessment, 2021.

Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.

Corridor Performance		
Transit Corridor	Statistics	Notes
403 BRT	<p>1,000 - Hectares 76,200 – Existing people and jobs 80 ppj/ha – Average density along corridor</p> <p>Average planned density along corridor – 132 ppj/ha Total pp/j to achieve minimum planned density – 131,360 Additional ppl/jobs to be accommodated – 55,400</p>	<ul style="list-style-type: none"> • Includes City Centre MTSA on Hurontario LRT • City Centre Station provides access to Mississauga Downtown, the Urban Growth Centre, Square One Mall, and is a transfer station to the Hurontario LRT and the City Centre GO bus platforms. • The future Creditview Station is in close proximity to Erindale GO station (Milton GO Line) and serve as a feeder to another planned higher order transit line • Approximately 200,000 people and jobs in the UGC by 2051 • Renforth Station is a planned transfer point to Pearson Airport via the Eglinton West Crosstown Extension • 2019 Mississauga Transitway Boarding's - 10,591 • 2019 Mississauga Transitway Alightings - 11, 379
Kitchener GO	<p>248 Hectares 12,655 Existing people and jobs 46 ppj/ha Average density along corridor</p> <p>Average planned density along corridor – 150 ppj/ha Total pp/j to achieve minimum density – 37,200 Additional ppl/jobs to be accommodated – 24,617</p>	<ul style="list-style-type: none"> • All three stations in Brampton (Bramalea GO, Brampton GO, Mount Pleasant GO) are Primary stations proposed to achieve the Growth Plan minimum of 150ppj/ha, and higher at 200ppj/ha at Brampton GO. • Mount Pleasant GO, for example will experience significant growth as new subdivisions are built out. • Brampton GO is in an Urban Growth Centre with a minimum density of 200ppj/ha • Kitchener GO is a major route on the Toronto-Waterloo Innovation Corridor • A potential new GO station in Northwest Brampton/Heritage Heights which is planned to be a mixed-use, connected community • Planned Heritage Heights Go Station is not considered in the calculation
Hurontario LRT	<p>1,335 - Hectares 170,082 – Existing people and jobs 127 ppj/ha – Average density along corridor</p> <p>Average planned density for Corridor – 243.2 ppj/ha Total pp/j to achieve minimum density – 354,601 Additional ppl/jobs to be accommodated – 184,518</p>	<ul style="list-style-type: none"> • Includes Planned stations (i.e., Nanwood / HLRT-24) and stations up to Downtown Brampton (Brampton GO / KIT-3 / HLRT-25) • Approximately 200,000 people and jobs in the Downtown Mississauga UGC by 2051 • Approximately 139,000 people and jobs in the Downtown Brampton UGC by 2051 • Extends to Downtown Brampton and intersects numerous MTSA transit lines including Dundas BRT, Milton GO, 403 BRT, 407 BRT, Kitchener GO, Queen BRT • In Mississauga alone, activity from the current development pipeline and approved master plans will bring an additional 55,000 people and jobs to the corridor

Source: City of Mississauga, MTSA Capacity Assessment, 2021.

Notes: Maps show 500 and 800m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten. Data based on information from the City's employment survey, internal map/population database, development application database, and the Official Plan.



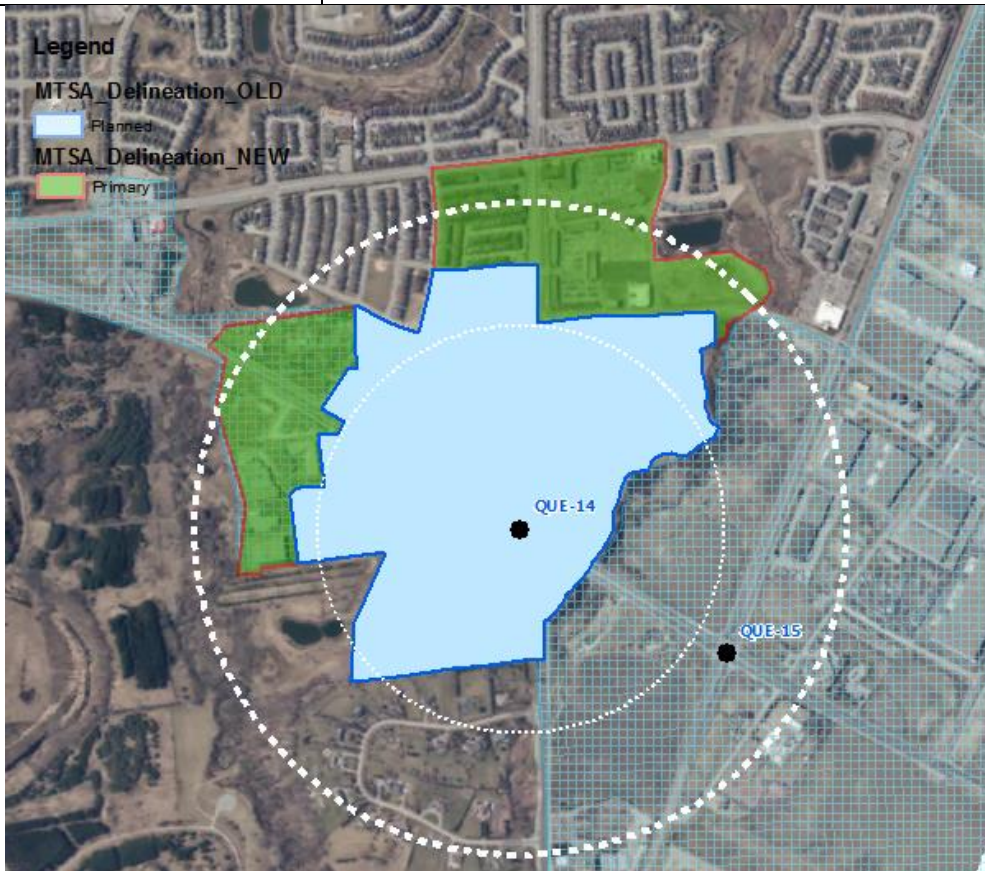
Peel2051

REGION OF PEEL MAJOR TRANSIT STATION AREA

Supplemental Information Package – Part B

April 2022

<u>QUE - 14</u>	<u>The Gore</u>
Growth Plan Priority:	No
Previous Classification:	Planned
Current Classification:	Primary
Minimum Density:	160 ppj/ha, 33 ppj/ha
MTSA Size and Current Density:	103 ha, 33.6 ppj/ha
Additional Policy Area:	Provincially Significant Employment Zone Designated Greenfield Area Regional Employment Area
Current Conditions & Context Summary:	<ul style="list-style-type: none"> Expanded to include United Trailers on north side of Queen at west edge of MTSA Expanded to include two lots at west edge, south side of Queen St Expanded at north to include plaza and townhomes
Additional Clarification	<ul style="list-style-type: none"> Area at west, north and south along Queen have future redevelopment potential as they are underutilized and directly on the Transit corridor Area at north with plaza has potential for future mixed-use redevelopment - existing applications project



Note: areas identified as "New" are additions to the old boundary
Station status has changed from Planned to Primary

Source: City of Brampton - City's Employment Survey and Envirionics Analytics – Demostats 2021

Notes: Maps show 500 and 800 m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten.

<u>QUE - 7</u>	<u>Bramalea</u>
Growth Plan Priority:	No
Previous Classification	Planned
Current Classification:	Primary
Minimum Density:	160 ppj/ha
MTSA Size and Current Density:	79 ha, 89 ppj/ha
Additional Policy Area:	None
Current Conditions & Context Summary:	<ul style="list-style-type: none"> The current boundaries will be maintained
Additional Clarification	<ul style="list-style-type: none"> This MTSA currently contains a number of high rise apartment towers and commercial uses. Current active development applications would add approximately 2,000 more residents.



Note: Station status has changed from Planned to Primary

Source: City of Brampton - City's Employment Survey and Envirionics Analytics – Demostats 2021

Notes: Maps show 500 and 800 m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten.

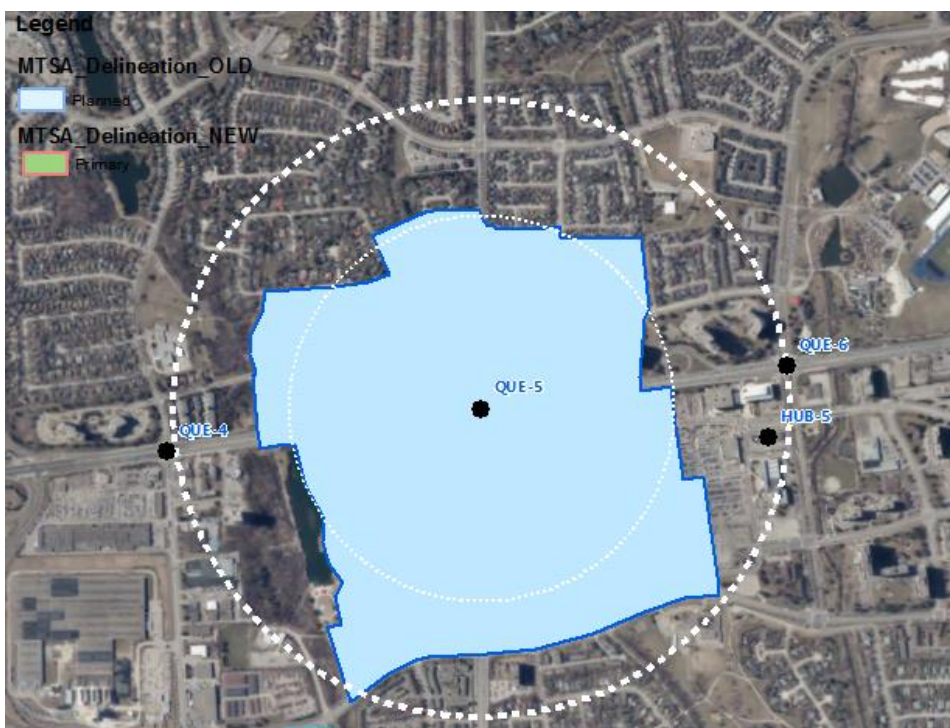
QUE - 6	Central Park / Bramalea Terminal
Growth Plan Priority:	No
Previous Classification	Primary
Current Classification:	Primary
Minimum Density:	160 ppj/ha
MTSA Size and Current Density:	79 ha, 76 ppj/ha
Additional Policy Area:	None
Current Conditions & Context Summary:	<ul style="list-style-type: none"> Expanded to include Hilldale Elementary School at northwest edge
Additional Clarification	<ul style="list-style-type: none"> The school is a trip generator within the 800m boundary



Source: City of Brampton - City's Employment Survey and Envirionics Analytics – Demostats 2021

Notes: Maps show 500 and 800 m radii. School enrollment is September 2020 for PDSB and October 2020 for DPDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten.

QUE - 5	Dixie
Growth Plan Priority:	No
Previous Classification	Planned
Current Classification:	Primary
Minimum Density:	160 ppj/ha
MTSA Size and Current Density:	105 ha, 156 ppj/ha
Additional Policy Area:	None
Current Conditions & Context Summary:	<ul style="list-style-type: none"> No change
Additional Clarification	<ul style="list-style-type: none"> This MTSA is already a high-density, mixed-use MTSA and growth centre and has currently achieved growth densities that meet the 160 ppj/ha, with more density planned as part of the Bramalea City Centre Mall redevelopment. Phase 1 of this redevelopment is underway and will add approximately 2,000 residents. Redevelopment will retain the mall and add further commercial, office, hotel, and approximately 10-15 residential towers split between Dixie and Central Park MTSA's.

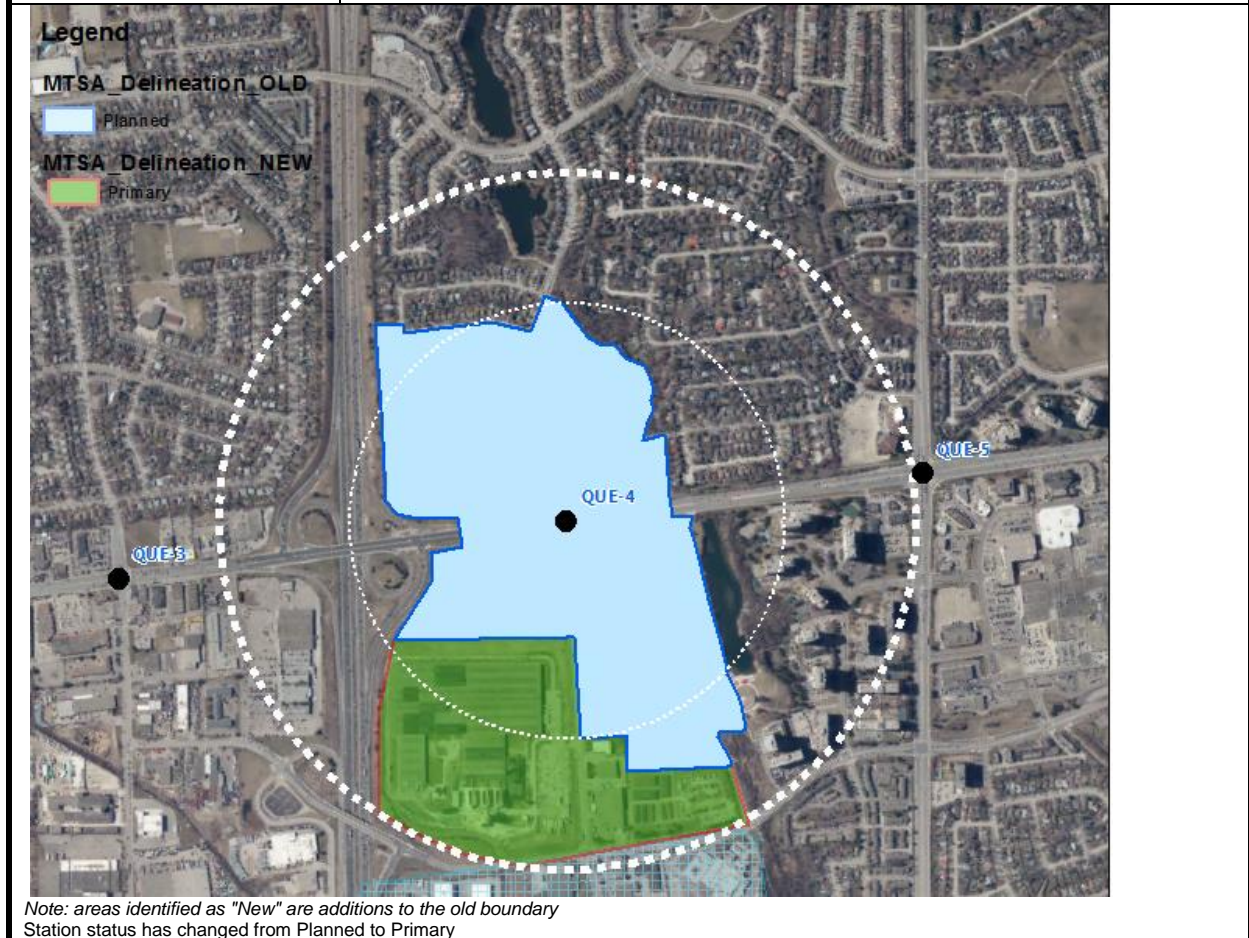


Note: Station status has changed from Planned to Primary

Source: City of Brampton - City's Employment Survey and Envirionics Analytics – Demostats 2021

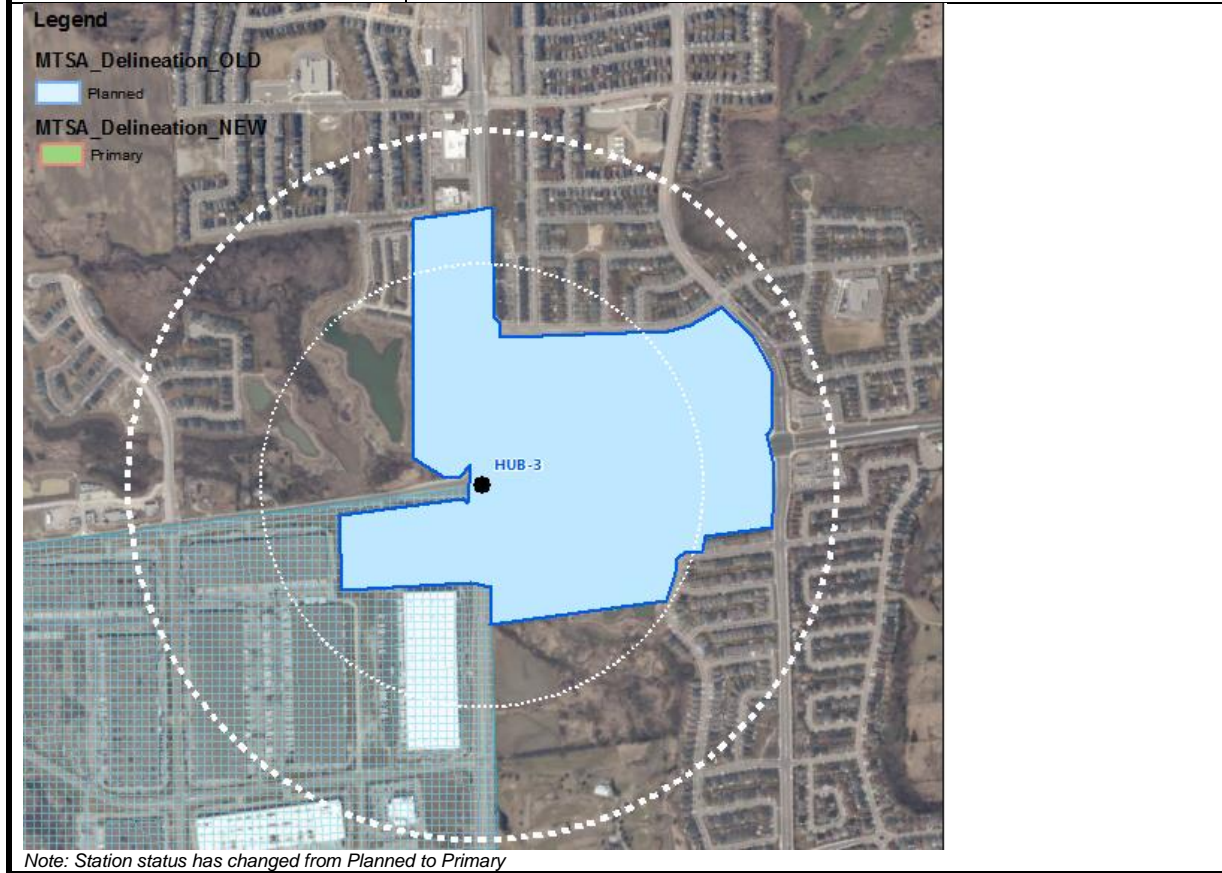
Notes: Maps show 500 and 800 m radii. School enrollment is September 2020 for PDSB and October 2020 for DPDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten.

QUE - 4	Laurelcrest
Growth Plan Priority:	No
Previous Classification	Planned
Current Classification:	Primary
Minimum Density:	160 ppj/ha
MTSA Size and Current Density:	83 ha, 43.2 ppj/ha
Additional Policy Area:	None
Current Conditions & Context Summary:	<ul style="list-style-type: none"> Expanded the southern portion of the boundary to include the lands up to Clark Blvd
Additional Clarification	<ul style="list-style-type: none"> The expansion is within the 800m boundary, which will add jobs and potential future mixed use redevelopment Higher density development activity in this MTSA expected to increase



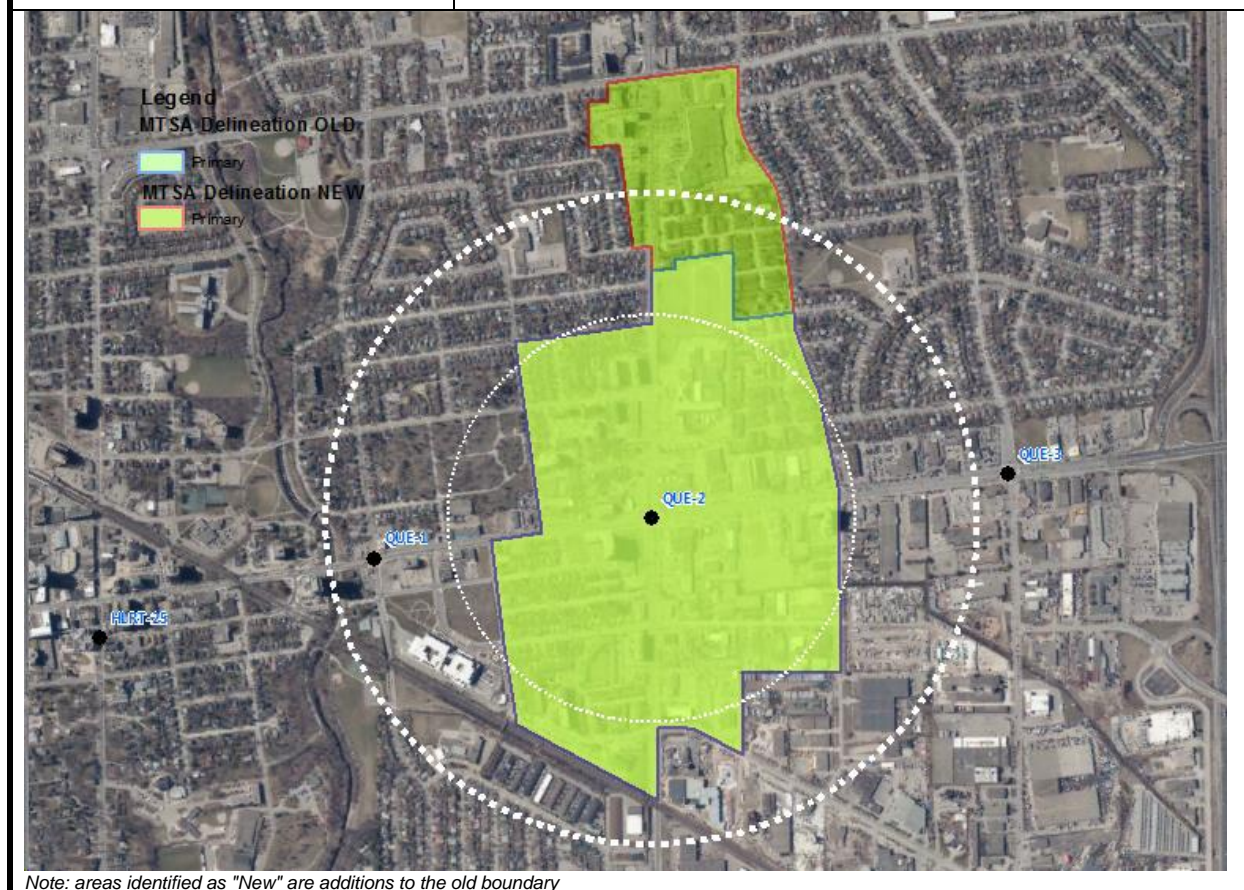
Source: City of Brampton - City's Employment Survey and Envirionics Analytics – Demostats 2021
 Notes: Maps show 500 and 800 m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten.

HUB-3	Steeles at Mississauga
Growth Plan Priority:	No
Previous Classification	Planned
Current Classification:	Primary
Minimum Density:	160 ppj/ha
MTSA Size and Current Density:	53 ha, 19.6 ppj/ha
Additional Policy Area:	Provincially Significant Employment Zone Regional Employment Area Designated Greenfield Area
Current Conditions & Context Summary:	<ul style="list-style-type: none"> No Change
Additional Clarification	<ul style="list-style-type: none"> Status upgrade to 'Primary' to reflect the potential to develop over time as a mixed use complete community Brampton staff are initiating a review of the Secondary Plan to demonstrate how transit-supportive employment densities can be achieved to meet the density target established for this MTSA



Source: City of Brampton - City's Employment Survey and Envirionics Analytics – Demostats 2021
 Notes: Maps show 500 and 800 m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten.

<u>QUE-2</u>	<u>Kennedy</u>
Growth Plan Priority:	No
Previous Classification	Primary
Current Classification:	Primary
Minimum Density:	160 ppj/ha
MTSA Size and Current Density:	98 ha, 74 ppj/ha
Additional Policy Area:	None
Current Conditions & Context Summary:	<ul style="list-style-type: none"> Expanded boundary to incorporate Centennial Mall due to the significant redevelopment and intensification potential of site
Additional Clarification	N/A



Source: City of Brampton - City's Employment Survey and Envirionics Analytics – Demostats 2021

Notes: Maps show 500 and 800 m radii. School enrollment is September 2020 for PDSB and October 2020 for DPCDSB. Both school boards reported a drop in enrollment in 2020 (which should recover post-pandemic), PDSB attributed this to reduced immigration, international students, and students registering for junior kindergarten.