

## Major Transit Station Areas



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#### Why are Major Transit Station Areas important?

The Region of Peel recognizes the importance of supporting efficient land use and sustainable modes of travel, by planning for more people and jobs close to transit and amenities. MTSAs provide opportunities to live and work close to transit by directing MTSAs to be planned as complete communities. They provide benefits such as shortened commutes, reduced congestion and pollution, and increased opportunity to walk and cycle as part of a healthy community.

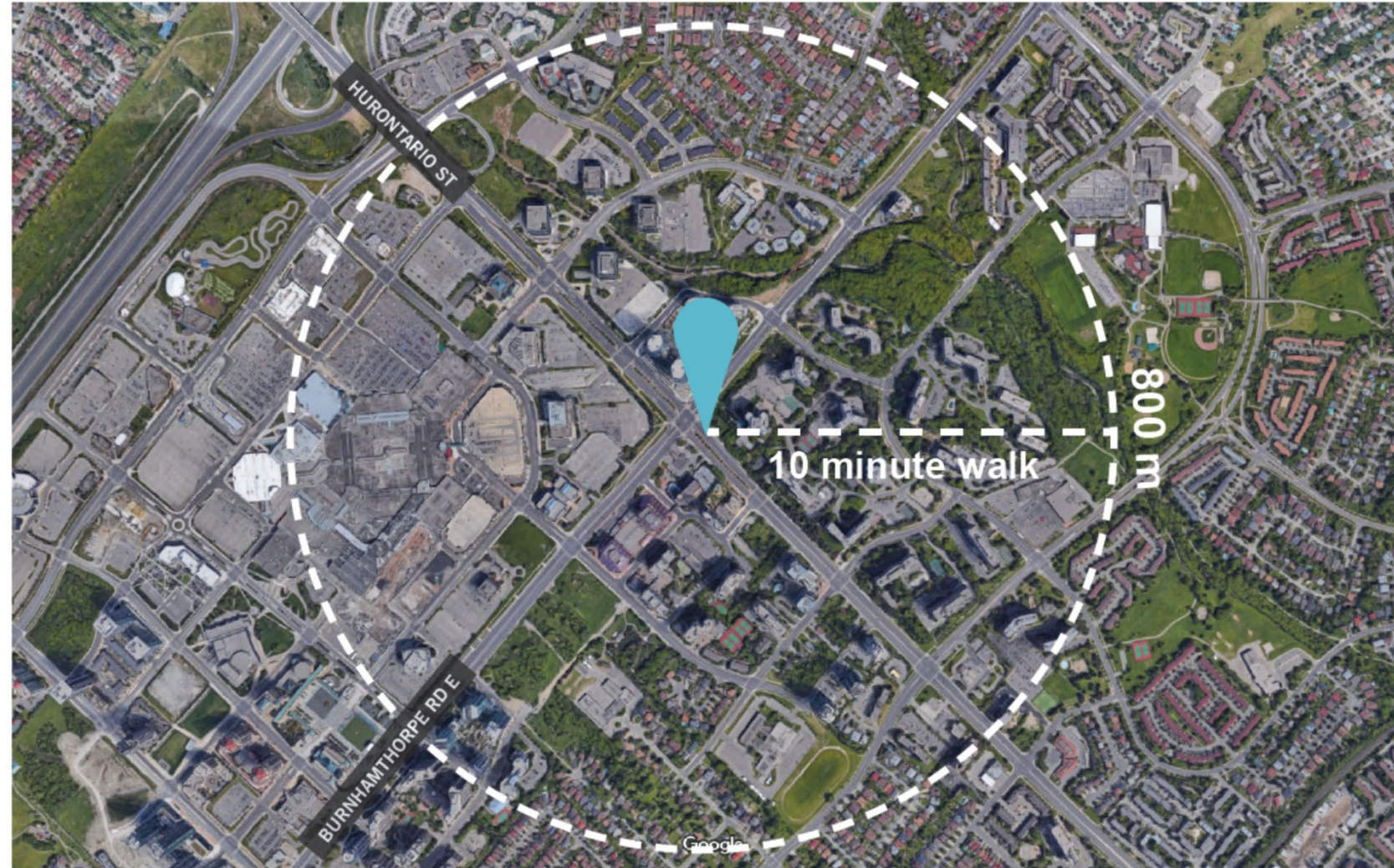
#### What are Major Transit Station Areas?

Major Transit Station Areas (MTSAs) are lands within an approximate 500-800 metre radius of a transit station or stop, primarily along existing or planned transit corridors.

MTSAs are intended to be developed as high density, mixed-use, transit-supportive neighbourhoods that provide access to local amenities, jobs, housing, and recreation opportunities.

The Regional MTSAs study will establish policies to support the development of complete communities in Peel by planning for higher density mixed use growth in areas with existing or planned transit (i.e. GO Regional Express Rail Stations, Light Rail Transit, Bus Rapid Transit).

*Image: A Conceptual MTSA Area*



**CONCEPTUAL MTSA AREA**

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#### Policy Drivers

[A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019](#) provides direction for upper-tier municipalities to work collaboratively with local municipalities to align transit investment and land use planning by directing transit-supportive densities to MTSAs.

- Density refers to the amount of people and jobs planned for an area – for example, 150 people and jobs per hectare.
- The Growth Plan requires municipalities to delineate the boundaries of MTSAs and establish minimum densities to ensure Peel can manage future growth and make transit a viable transportation option in mixed use communities.
- The Growth Plan was amended in 2020 to include policies to guide planning for MTSAs in provincially significant employment areas.

Other policy drivers include:

- [Provincial Policy Statement, 2020](#)

### Major Transit Station Areas

#### Work in-progress and completed

The Peel MTSA study has been conducted in Phases. Phase 1A analyzed MTSAs based on their current conditions and informs Phase 1B, which focuses on assessing growth capacity and establishing an MTSA policy framework.

#### Phase 1A: Complete

- Identified potential MTSAs
- Analyzed each MTSA current condition of:



ontario.ca/PPS

## Provincial Policy Statement, 2020

Under the *Planning Act*

Ontario 

Ontario 

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#### Work in-progress and completed

The Peel MTSA study has been conducted in Phases. Phase 1A analyzed MTSAAs based on their current conditions and informs Phase 1B, which focuses on assessing growth capacity and establishing an MTSA policy framework.

#### Phase 1A: Complete

- Identified potential MTSAAs
- Analyzed each MTSA current condition of:



- Introduced draft MTSA boundary delineations
- Categorized station 'types' based on current condition, opportunities, and challenges in redevelopment and meeting target densities

#### Phase 1B: In Progress

- Categorizing different types of MTSAAs in the Region
- Set minimum transit supportive densities
- Refine and finalize MTSA boundary delineations
- Develop Regional Official Plan policies to guide implementation planning by the local municipalities and transit-oriented development

### Major Transit Station Areas

#### Background work completed

91 MTSAAs have been profiled on transit lines including Bus Rapid Transit, Light Rail Transit, GO Rail, and other transit hubs in Peel. The map to the right shows these

### PHASE 1A



CONTEXT ANALYSIS  
LIST OF MTSAAs PROVIDED BY LOCAL MUNICIPALITIES



1. MOBILITY
2. MARKET GROWTH POTENTIAL
3. LAND USE AND BUILT FORM
4. COMMUNITY CONSIDERATIONS



MTSA PROFILE INVENTORY (91)  
GROWTH AND DENSITY ANALYSIS  
DEVELOP TYPOLOGIES



CATEGORIZE MTSA PROFILE TYPOLOGIES

### PHASE 1B



INFRASTRUCTURE CAPACITY ANALYSIS  
FUTURE GROWTH CAPACITY AND DENSITY ANALYSIS  
FRAMEWORK AND POLICY DIRECTION

## Major Transit Station Areas

### Major Transit Station Areas

#### Background work completed

91 MTSA's have been profiled on transit lines including Bus Rapid Transit, Light Rail Transit, GO Rail, and other transit hubs in Peel. The map to the right shows these potential MTSA's.

Background work prepared on these MTSA's include:

- Local municipal land use studies (i.e. Clarkson Transit Station Area Study, Brampton Queen Street Corridor Land Use Study, etc)
- Public engagement (July 2019, March 2020, May 2020)
- [Phase 1A Preliminary MTSA Review Report, April 2020](#)
- [Major Transit Station Areas Policy Directions Report, June 2020](#)
- Analytical Data on existing and planned:
  - Infrastructure
  - Public amenities and services
  - Transit Service, active transportation connections, and vehicular networks
  - Land Use, flood risks, and environmental sensitivity
  - Vacant or underutilized land
  - Development activity

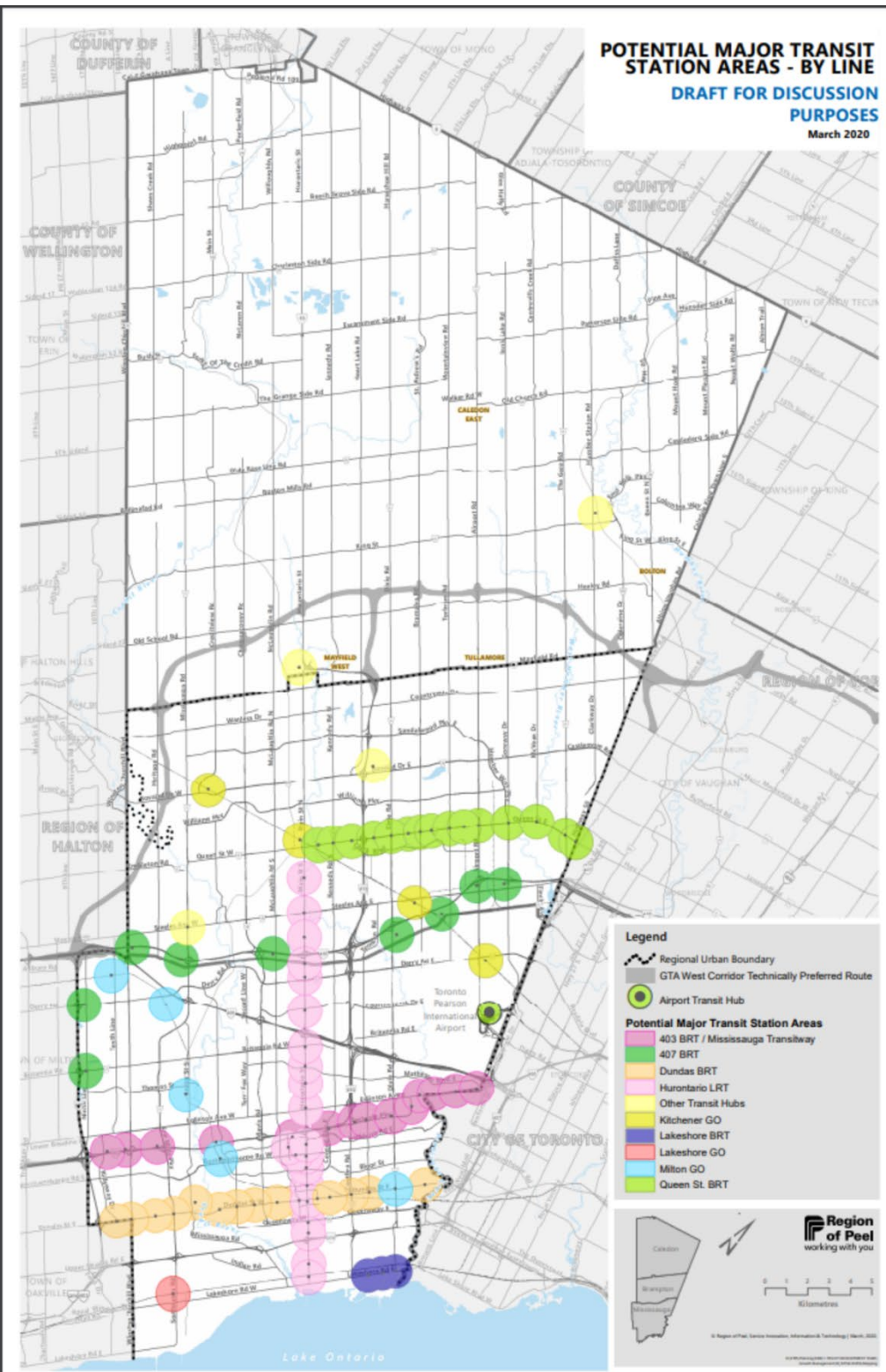
[Link to PDF](#)

### Major Transit Station Areas

#### Draft MTSA Profiles

One-page MTSA profiles provide context on the current condition and land uses of each MTSA. Strategic decision making for the next stages of the study draws upon on information summarized on the MTSA profile:

- Analytical lens findings with highlights (i.e. how connected is the MTSA, what land uses and amenities area present, does the MTSA have growth potential)



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One-page MTSA profiles provide context on the current condition and land uses of each MTSA. Strategic decision making for the next stages of the study draws upon on information summarized on the MTSA profile:

- Analytical lens findings with highlights (i.e. how connected is the MTSA, what land uses and amenities area present, does the MTSA have growth potential)
- Presents the 800m radius (10-minute walk) and draft delineated MTSA boundary
- Existing population and employment estimates, including:
  - The target density for the MTSA (people and jobs per hectare) and how many additional people and jobs are needed to achieve the target.

### Major Transit Station Areas

#### MTSA “Types” for Consideration

Each station has been grouped into an MTSA “type,” the current condition and type of MTSA informs recommendations for the station and its potential prioritization.

The 9 MTSA types have different implementation opportunities and challenges. For example:

- “Station Ready” MTSA like Mississauga City Centre will achieve target densities based on other land use planning policies, and require little intervention
- A “Limited Mobility” station like Ridgeway on the Mississauga Transitway requires pedestrian and transit connection improvements
- A “Flood Risk” station like Brampton GO require has many strategic attributes, but additional analysis is required to mitigate flood risks
- Each will inform how MTSA policies are formulated to address the unique contexts in Peel
- Detailed information on all 9 MTSA types is available in the [Phase 1A Report](#),

## Peel2041

Regional Official Plan Review

### Major Transit Station Area Focus Area

#### Policy Directions Report



#### *Appendix II – Draft MTSA Profiles*

May 2020

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Image: 9 MTSA types with corresponding MTSA locations

### Major Transit Station Areas

#### MTSA Draft Categorization

The Region is proposing a framework for how the 91 profiled MTSA’s will be represented in the Regional Official Plan:

- *Primary Stations* are to be delineated in the Regional Official Plan with designated minimum density targets matching the Growth Plan requirements
- *Secondary Stations* are to be delineated in the Regional Official Plan with lower minimum densities (these stations may serve more of a commuter function)

<b>STATION READY</b> 55 City Centre	<b>FLOOD RISK</b> 11 Brampton GO	<b>LIMITED POTENTIAL</b> 47 Credit Woodlands
<b>MARKET LAG</b> 74 Bristol	<b>MARKET PUSH</b> 60 Tahoe	
<b>STRATEGIC ALIGNMENT</b> 92 Clarkson GO	<b>LIMITED MOBILITY</b> 86 Ridgeway	
<b>STRONG MARKET / PLANNING</b> 31 Airport	<b>STRONG MOBILITY / COMMUNITY</b> 67 Cooksville GO	

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- *Secondary Stations* are to be delineated in the Regional Official Plan with lower minimum densities (these stations may serve more of a commuter function)
- *Future Stations* will be identified to be protected for transit-oriented development in the future, but not delineated

As primary and secondary stations will be delineated, local municipalities will be required to implement these MTSA's in local municipal official plans.

*Image: Example of how MTSA's may appear on Regional Official Plan schedules*

### Major Transit Station Areas

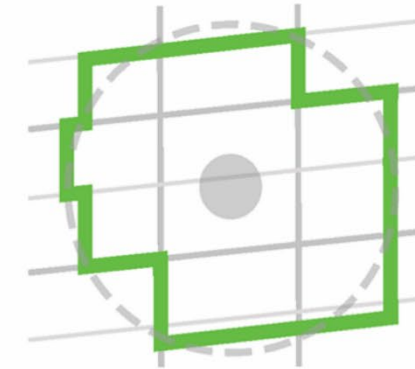
#### Proposed Policies

The Region is proposing new and revised policies in the Regional Official Plan to designate MTSA's and create transit-oriented communities:

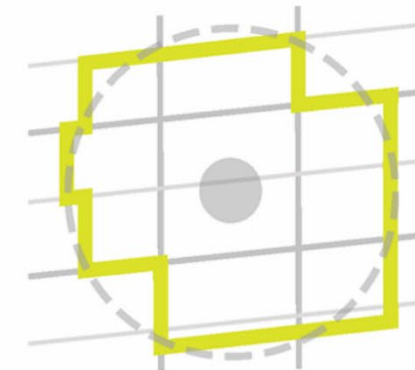
##### Create a Regional Official Plan MTSA Framework

- Delineate MTSA's with minimum density targets in the Regional Official Plan
- Identify potential/future MTSA's in the Plan for future transit-oriented development
- Create criteria-based flexibility for select MTSA's in employment areas to allow mixed-uses to be introduced
- Guide local municipal implementation of MTSA's in local official plans

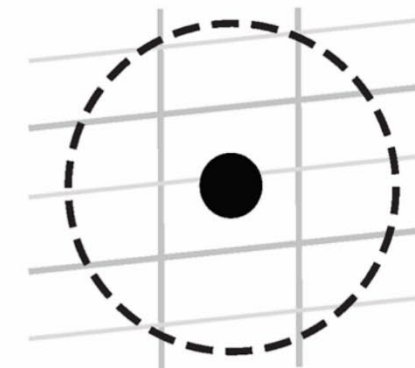
MTSA Policies will Achieve Complete Community Planning Outcomes



**PRIMARY STATION**  
(Delineated Boundary)



**SECONDARY STATION**  
(Delineated Boundary)



**FUTURE STATION**  
(No MTSA boundary/Undelineated)

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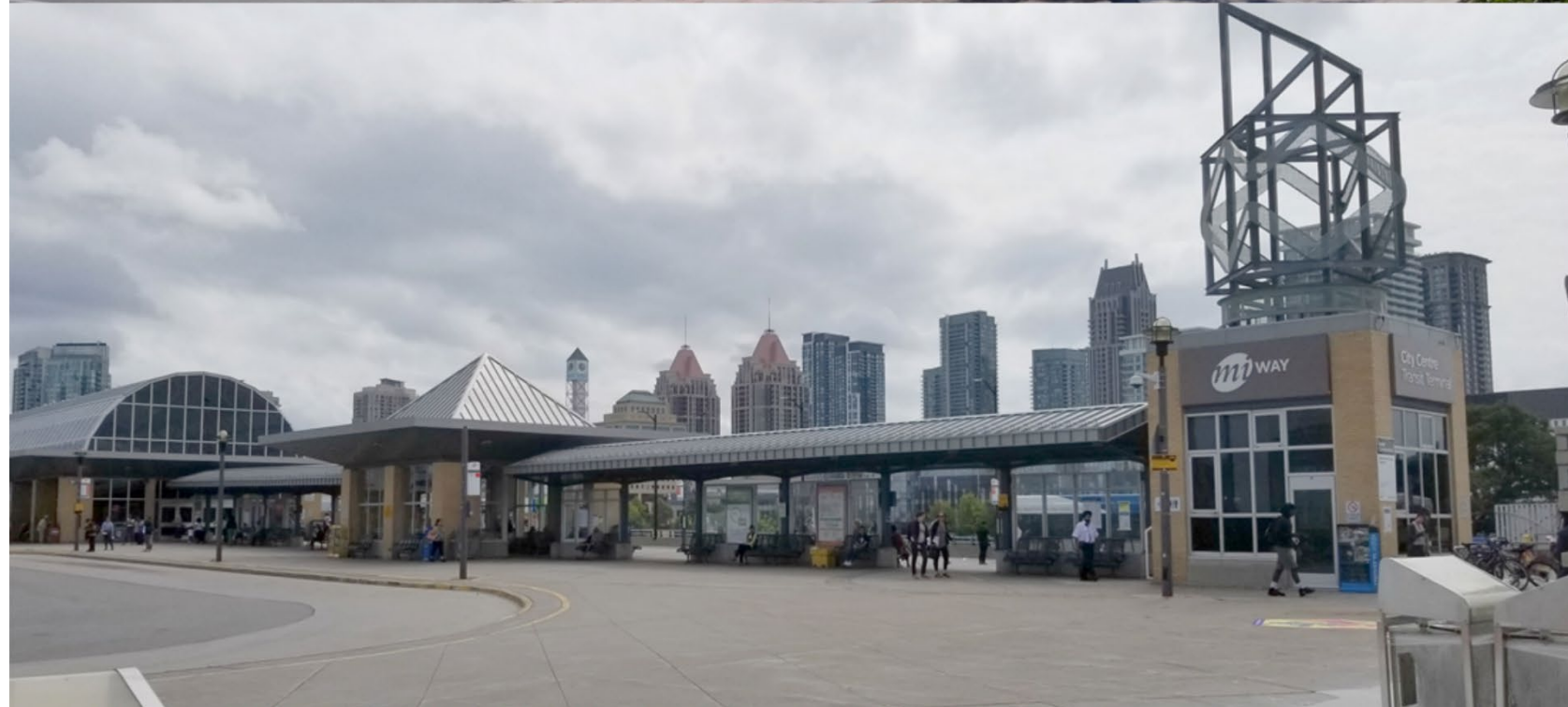
##### MTSA Policies will Achieve Complete Community Planning Outcomes

- Minimum density targets support efficient land use and sustainable modes of travel by planning for more people and jobs close to transit and amenities
- Provide opportunities to live and work close to transit by directing MTSA to be planned as complete communities
- Promote mixed-use transit-supportive neighborhoods to achieve community benefits such as shortened commutes, reduced congestion and pollution, and increased opportunity to walk

##### Draft Policies in the Official Plan Office Consolidation – June 25, 2020

- The December 2018 Region of Peel Office Consolidation has been updated to now show tracked changes illustrating draft policies as of June 25, 2020. Policy Changes related to MTSA are found primarily in Sections 5.6. [Draft policies – June 25, 2020](#).
- [A Policy and Mapping Summary Table](#) has been developed to provide a quick high-level summary of the key policy and mapping changes proposed.
- *This information has been prepared as reference for consultation purposes only, and does not represent adopted, approved or in-effect policies (see [in-effect Official Plan](#) and adopting by-law itself for current policies).*

Images: (Top) Mount Pleasant GO MTSA, (Bottom) Mississauga City Centre MTSA





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Images: (Top) Mount Pleasant GO M TSA, (Bottom) Mississauga City Centre M TSA

## Feedback

### We want to hear from you!

Please fill in the survey to the right.

If you have any questions, please feel free to contact Duran or Joy below:



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*Disclaimer: The information presented on the maps within this application have been prepared as a reference for consultation purposes only. These maps provide visualization of proposed policy areas and do not represent adopted, approved or in-effect mapping. The in-effect Official Plan schedules and figures, adopting by-law itself and any amending by-laws or Local Planning Appeal Tribunal decisions must be consulted for the official data. Links to all in-effect Official Plan maps are located here: <http://www.peelregion.ca/planning/officialplan/download.htm>*  
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### We Want to Hear from You!

Share your thoughts in the comment box below. We will publish all approved comments.

Privacy is important to us. You are not required to provide a name and email unless you would like to be notified of a response, and you will be added to our notification list.\*

Personal information is being collected pursuant to the requirements of the Planning Act, R.S.O. 1990 to notify participants of future consultation, newsletters, and Regional Official Plan policies. With the exception of personal information, all comments may become part of the public record of the review process to assist in making a decision on this planning matter. Questions regarding this collection may be directed to Regional Planning and Growth Management Division, 10 Peel Centre Drive, Suite A, 6th Floor, Brampton, Ontario, L6T 4B9, or at [planpeel@peelregion.ca](mailto:planpeel@peelregion.ca).

\*By agreeing to join our notification list you will receive periodic emails or letters related to the Regional Official Plan Review. You can be taken off this list at any time by emailing [planpeel@peelregion.ca](mailto:planpeel@peelregion.ca) with the headline "unsubscribe."

#### Name

Optional

#### Email

Optional

#### Where do you live?\*

#### What Focus Area does your comment pertain to?\*

 General

 Greenlands

 Growth Management

 Housing

 Major Transit Station Areas

 Other: Cultural Heritage & Indigenous Engagement

 Other: Waste Management

 Transportation

#### Please provide your comments\*

Please do not include any personal identifying information, like names, personal addresses or phone numbers within the comment itself.