

### STUDY PURPOSE

The purpose of the Peel MTSA Study is to delineate, prioritize, and develop policies to guide the future development of Major Transit Station Areas across the Region of Peel.

#### Key Objectives of the Study include:

- Identify and delineate MTSA boundaries across Peel Region
- Support the prioritization of MTSA across Peel Region
- Provide direction on the density of development that should occur within each MTSA
- Guide the development of Regional Official Plan policies that encourage transit-supportive development
- Support the municipal policy development processes of Mississauga, Caledon, and Brampton and other planning initiatives underway with key transportation stakeholders (e.g. Metrolinx’s Mobility Hub Studies).

### WHAT IS AN MTSA?

#### MTSA = MAJOR TRANSIT STATION AREA

- MTSA are areas within a 500 to 800-metre radius of a transit station (about a 10-minute walk).
- MTSA include existing or planned Bus Rapid Transit (BRT), Light Rail Transit (LRT), or GO rail stops. MTSA are intended to be developed as high density, mixed-use, transit-supportive neighbourhoods that provide access to local amenities, jobs, housing, and recreation opportunities.
- MTSA boundaries are to be delineated so that minimum density targets (150-160 people and jobs per hectare) can be achieved in the future.

**800**

metre radius area of a transit station, representing a 10 minute walk

**150**

residents and jobs combined per hectare for those that are served by Go Transit rail network

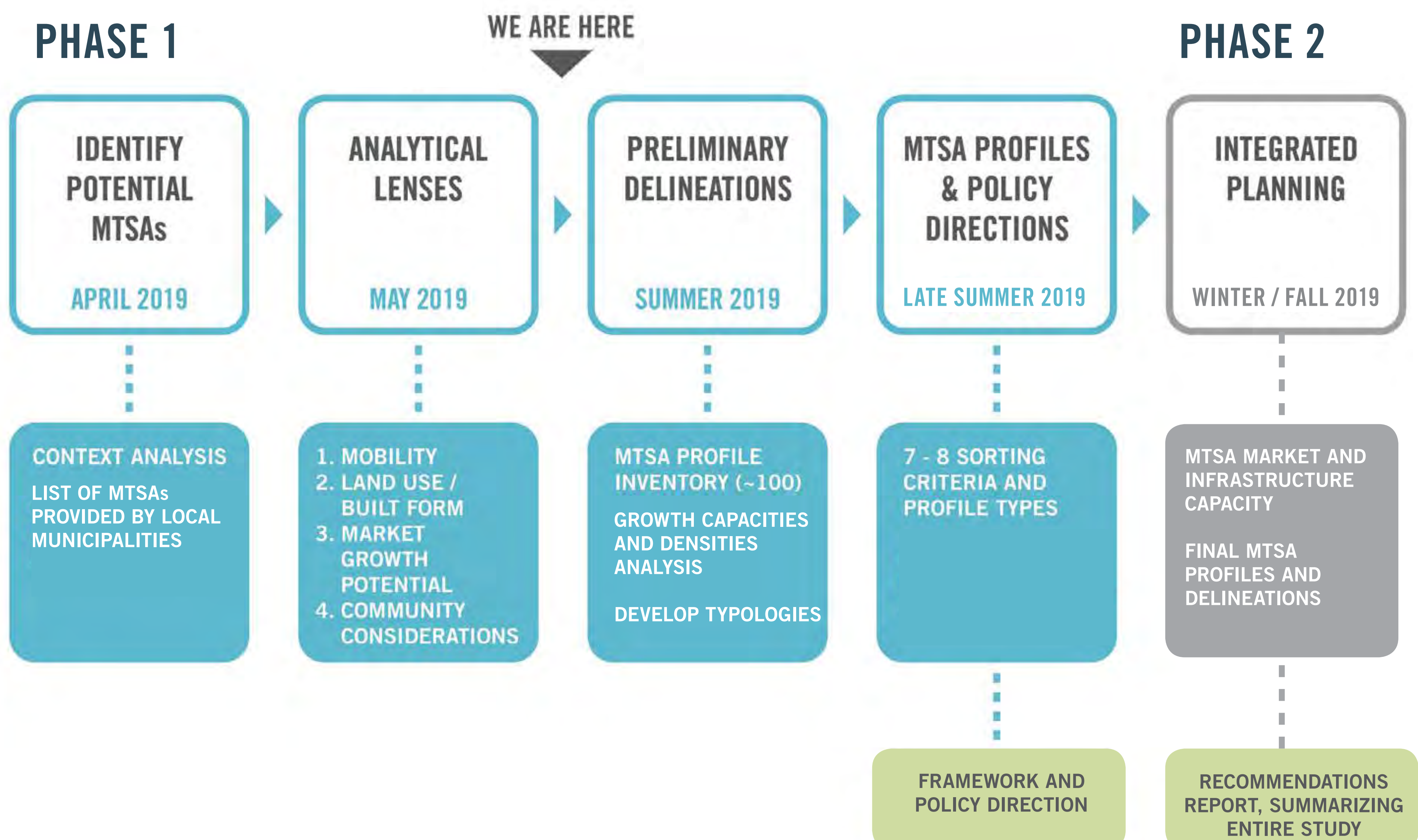
**160**

residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit



BRAMALEA GO MTSA (GO STATION)

### STUDY PROCESS



# PROJECT INFO: SHAPING GROWTH IN PEEL

## WHERE THIS STUDY FITS INTO OTHER PLANNING ACTIVITIES

Various levels of plans and policies influence how growth has and will occur in Peel Region. The following boards showcase key plans and policies that will influence this MTSA Study.

### PROVINCIAL POLICY

The Growth Plan, 2019, reaffirms the strategic importance of transit oriented development, and collaborative regional and local planning to align transit investment and land use planning by directing density to MTSA along priority transit corridors.

### REGION OF PEEL POLICY

#### Municipal Comprehensive Review (MCR)

- This is a review that ensures the Regional Official Plan adheres to all provincial planning policy (which may have changed since the Regional Official Plan was first created).

#### Peel Growth Management Strategy

- An updated outlook for growth across the Region, prepared for 2020 to guide infrastructure development and updates to the development charges by-law.

#### Peel 2041 Official Plan Review

- Integration of the Municipal Comprehensive Review findings, new provincial policy, Growth Plan directions, and any other provincial legislation within Regional Planning Policies.
- Developed through informal and formal public engagement.

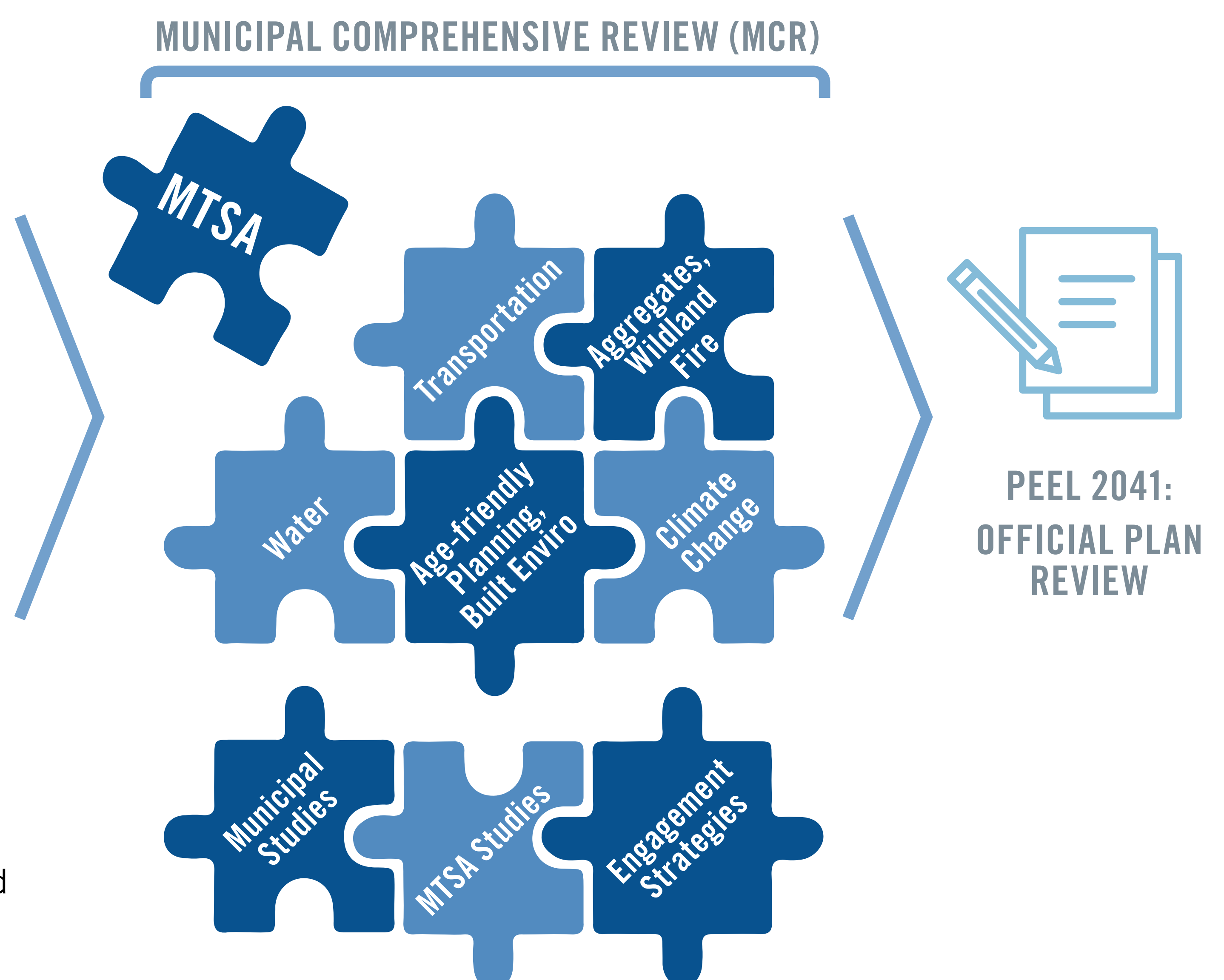
### LOCAL AND REGIONAL ACTIVITIES IN 2019

#### REGION OF PEEL ACTIVITIES

- Peel 2041 Official Plan Review (Focus Areas)
- Updates on Provincial guidance, Growth Plan direction, legislation
- Informal and formal public engagement

#### LOCAL MUNICIPALITY ACTIVITIES

- Continuation of local MTSA studies and engagement
- Coordination of MTSA analysis with local transportation and land use policies



### WHERE DO WE GO FROM HERE?

The Regional MTSA Study will develop a policy framework that responds to the unique context and opportunities for transit oriented communities across Peel.

The framework will guide the local municipalities when undertaking detailed implementation planning (official plan, zoning, site design).

# PROJECT INFO: SHAPING GROWTH IN PEEL

## MAJOR TRANSIT STATION AREAS STUDY OVERVIEW

### MISSISSAUGA

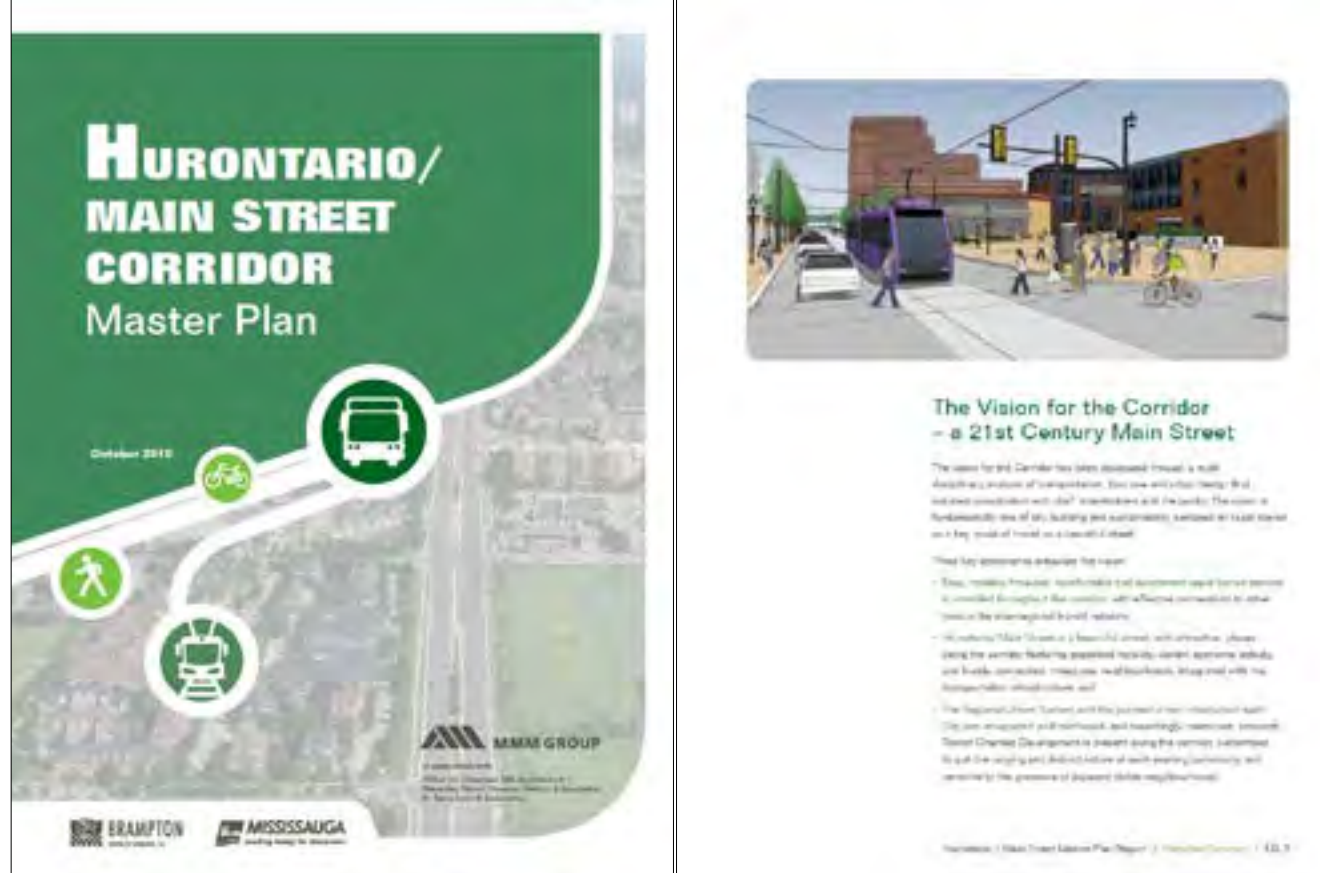
#### CLARKSON TRANSIT STATION AREA STUDY

The Clarkson Transit Station Area Study provides a planning framework to guide future development, ensuring it supports transit and contributes to the walkability of the Clarkson GO station.



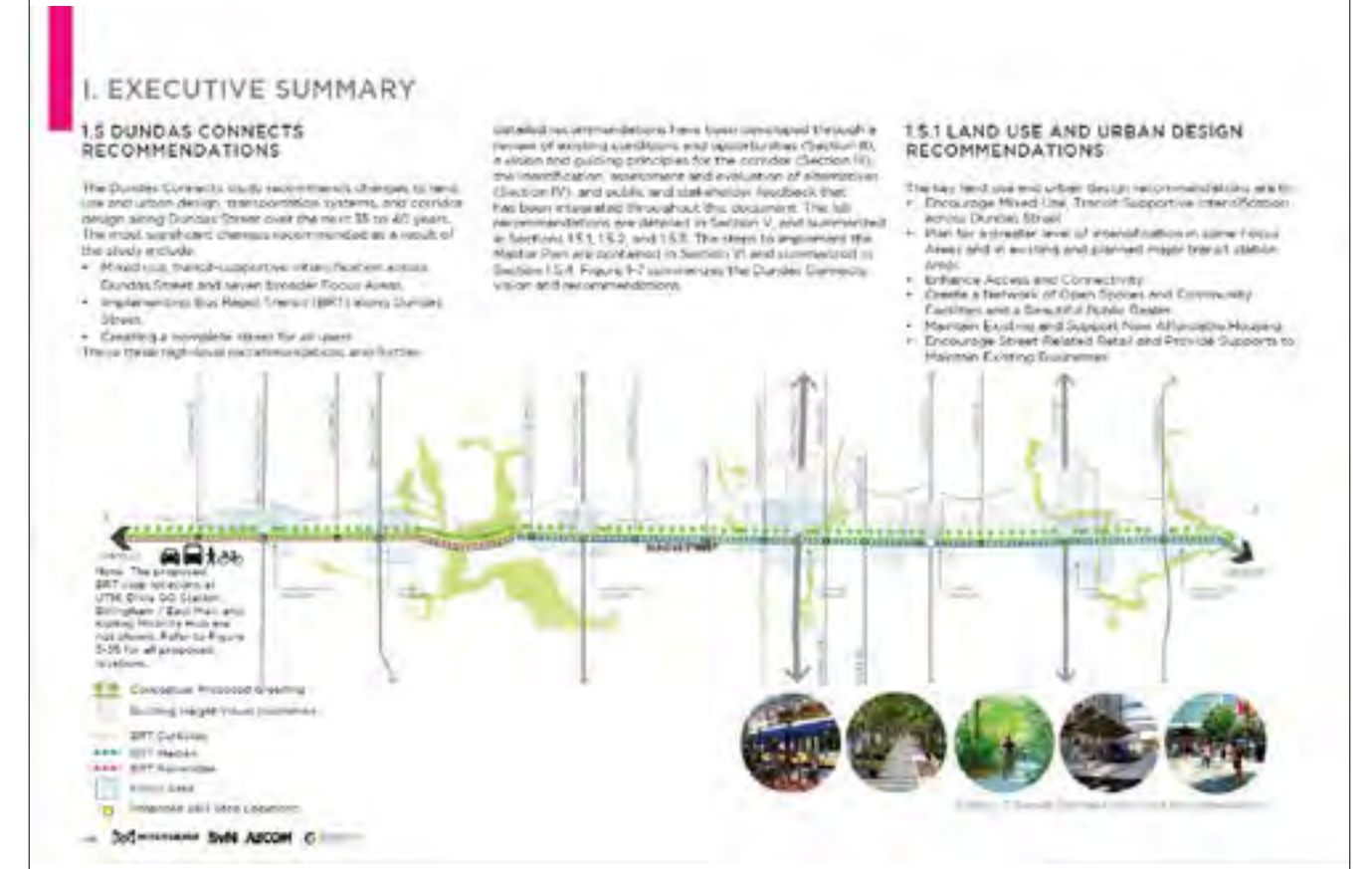
#### HURONTARIO STUDY

The "Hurontario Study" delivers a cohesive transit-oriented development vision for one of the Region's most important corridors, across a range of contexts that include highway commercial and intense urban development.



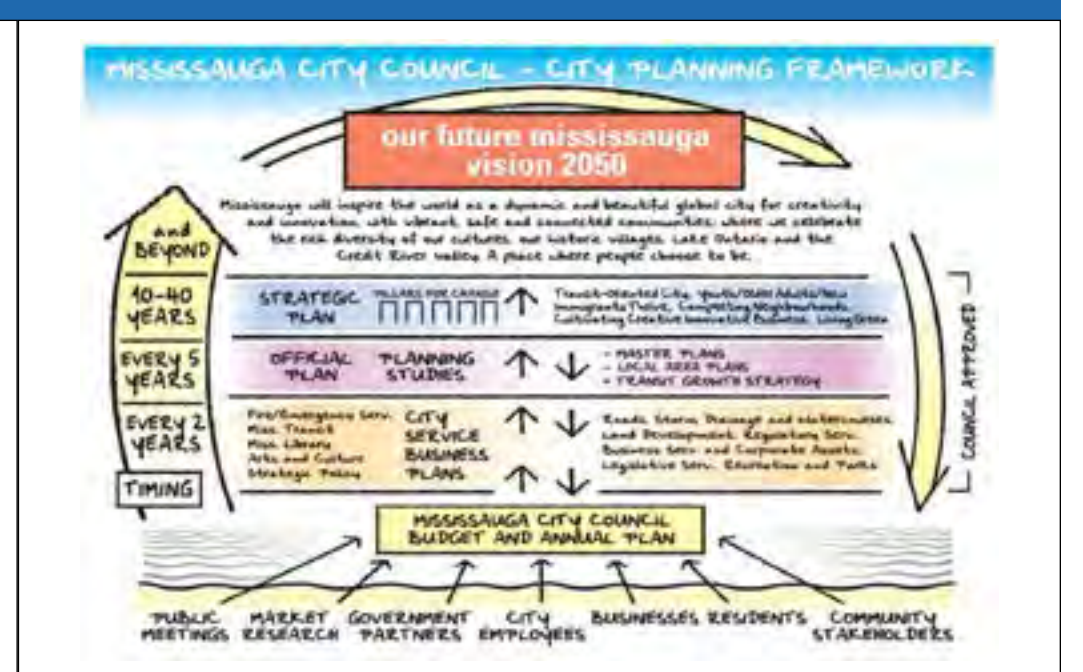
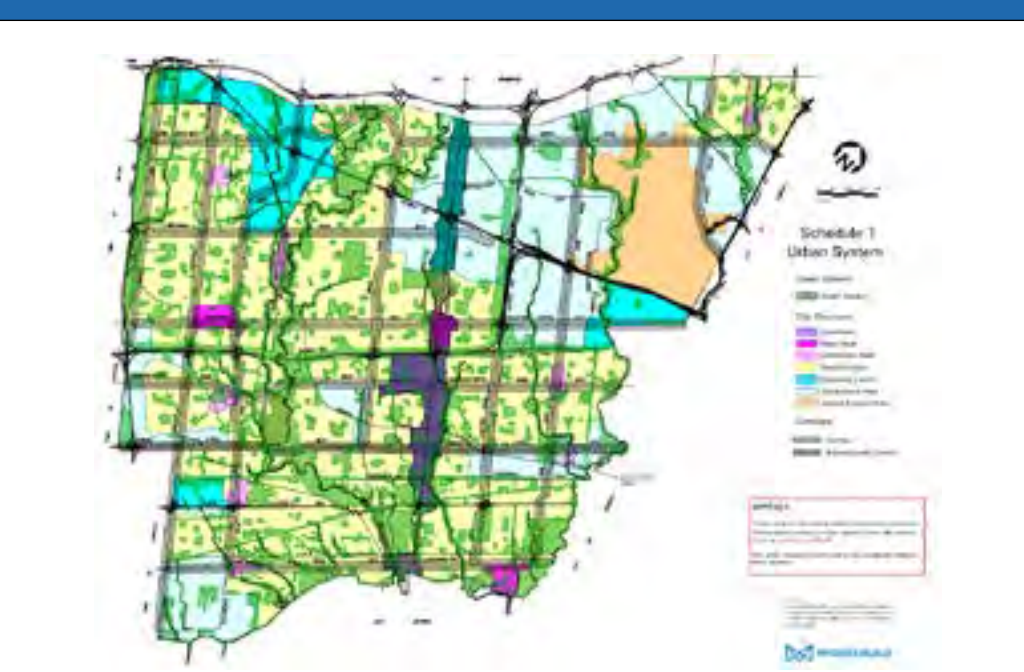
#### DUNDAS CONNECTS

The Dundas Connects Master Plan aims to integrate transportation and land use planning, and implement best practices along the corridor to address current and future demand.



#### OFFICIAL PLAN REVIEW

The City of Mississauga is planned to be rapid transit- and intensification-ready. Its Official Plan sets out an Urban System, consistent with the Growth Plan and Peel Region Official Plan, of intensification nodes and corridors which are aligned with Provincial transit priorities (e.g. Lakeshore West GO Transit Express Rail) and which also include City priorities such as the integration of rapid transit and intensification in the Dundas Street corridor (i.e. Dundas Connects).



### BRAMPTON

#### BRAMPTON 2040 VISION

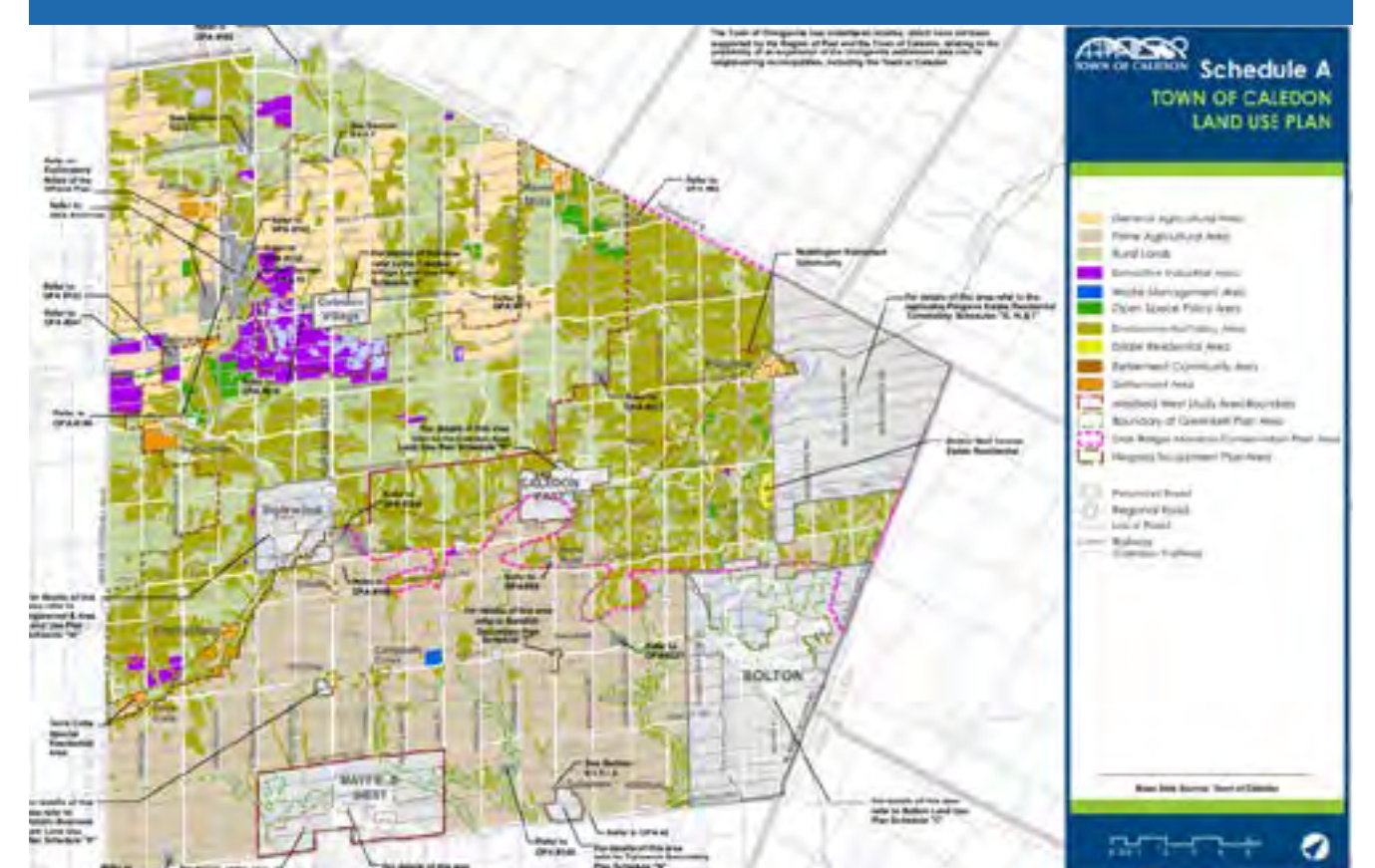
An inspirational document to guide how Brampton will grow to, 2040 and beyond centered around the people, environment, transportation, jobs, recreation, health, social issues, arts and culture.



### CALEDON

#### OFFICIAL PLAN REVIEW 2041

Caledon is undertaking the creation of a new Official Plan that will guide the future land use, development and growth within the municipality.



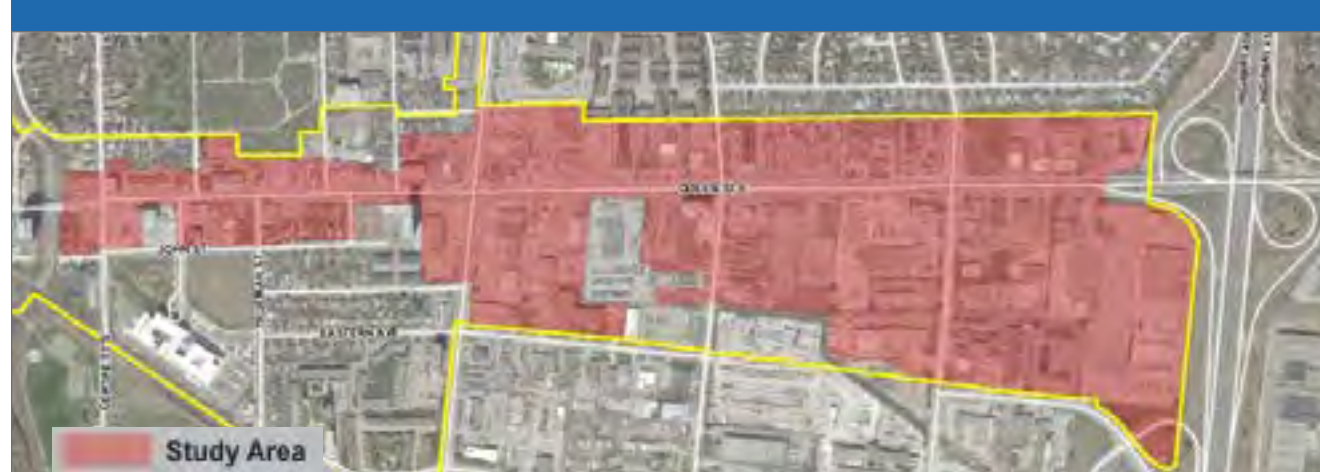
#### QUEEN ST BUS RAPID TRANSIT

A framework will be developed to advance rapid transit along the Queen Street-Hwy 7 corridor. The study will recommend a preferred approach for upgrading the existing Zum bus services on Queen Street to full rapid transit standard, along with extending the VIVA BRT Rapidway from York Region.



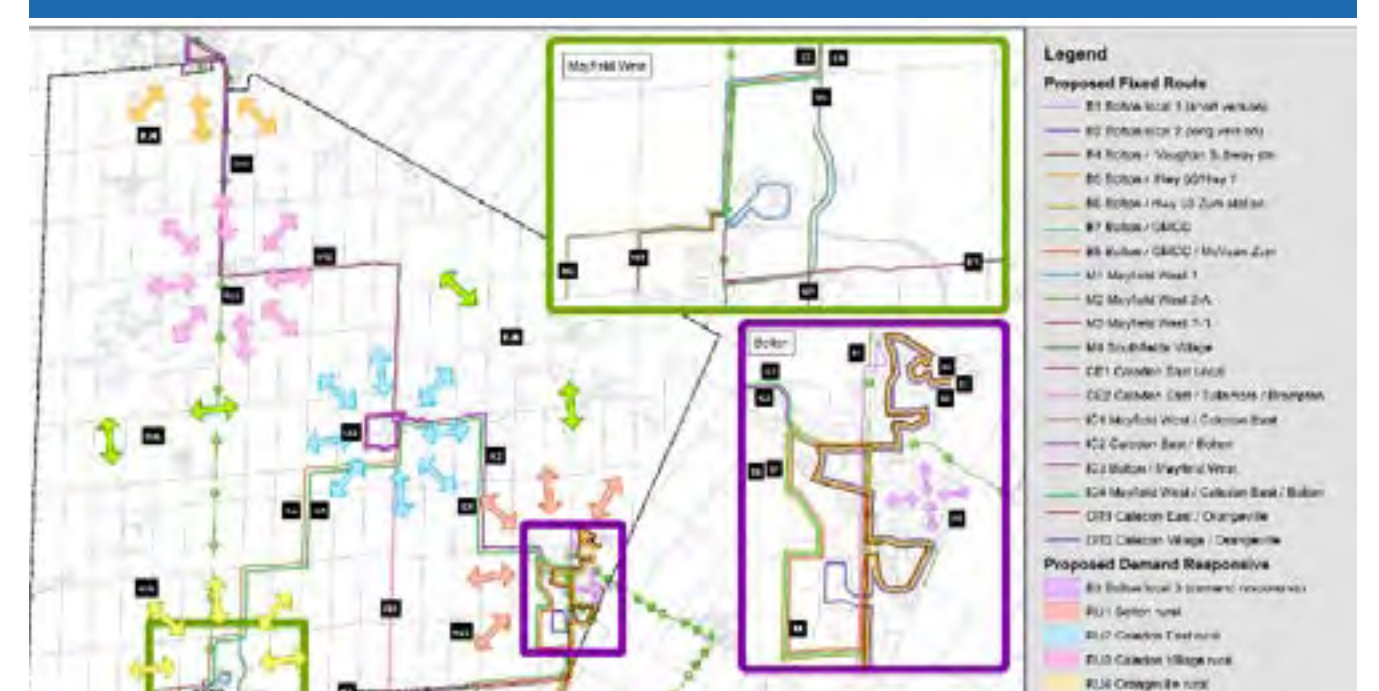
#### QUEEN ST CORRIDOR LAND USE STUDY

The Queen Street Corridor Land Use Study reviews the existing land use policy surrounding the Queen Street East Corridor between Etobicoke Creek and Highway 410.



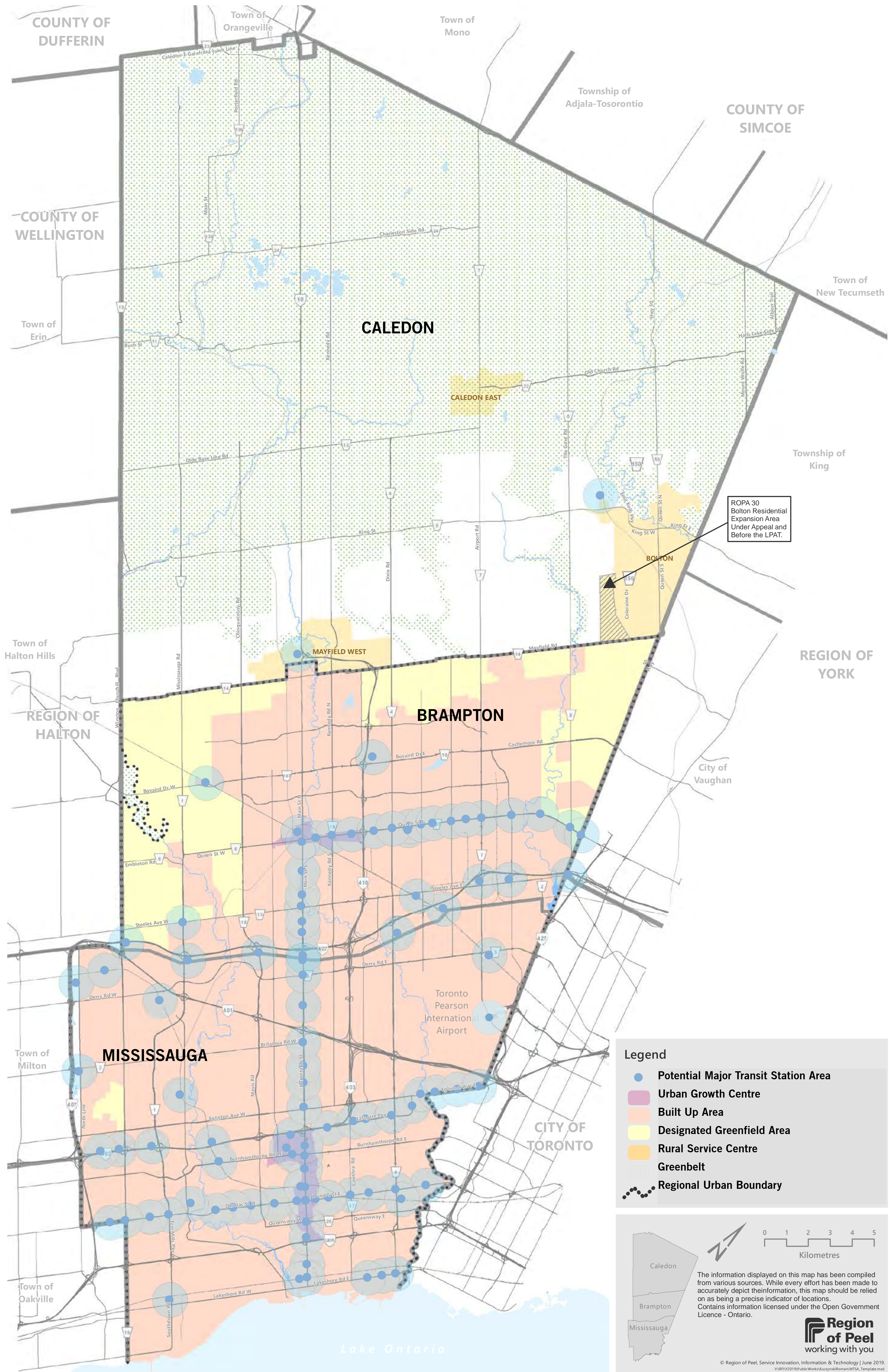
#### CALEDON TRANSIT FEASIBILITY STUDY

The study was undertaken to identify the need and potential demand for local transit services within Caledon for residents and local communities.



# PROJECT INFO: SHAPING GROWTH IN PEEL

## POTENTIAL MAJOR TRANSIT STATION AREAS



**Legend**

- Potential Major Transit Station Area
- Urban Growth Centre
- Built Up Area
- Designated Greenfield Area
- Rural Service Centre
- Greenbelt
- Regional Urban Boundary

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Kilometres

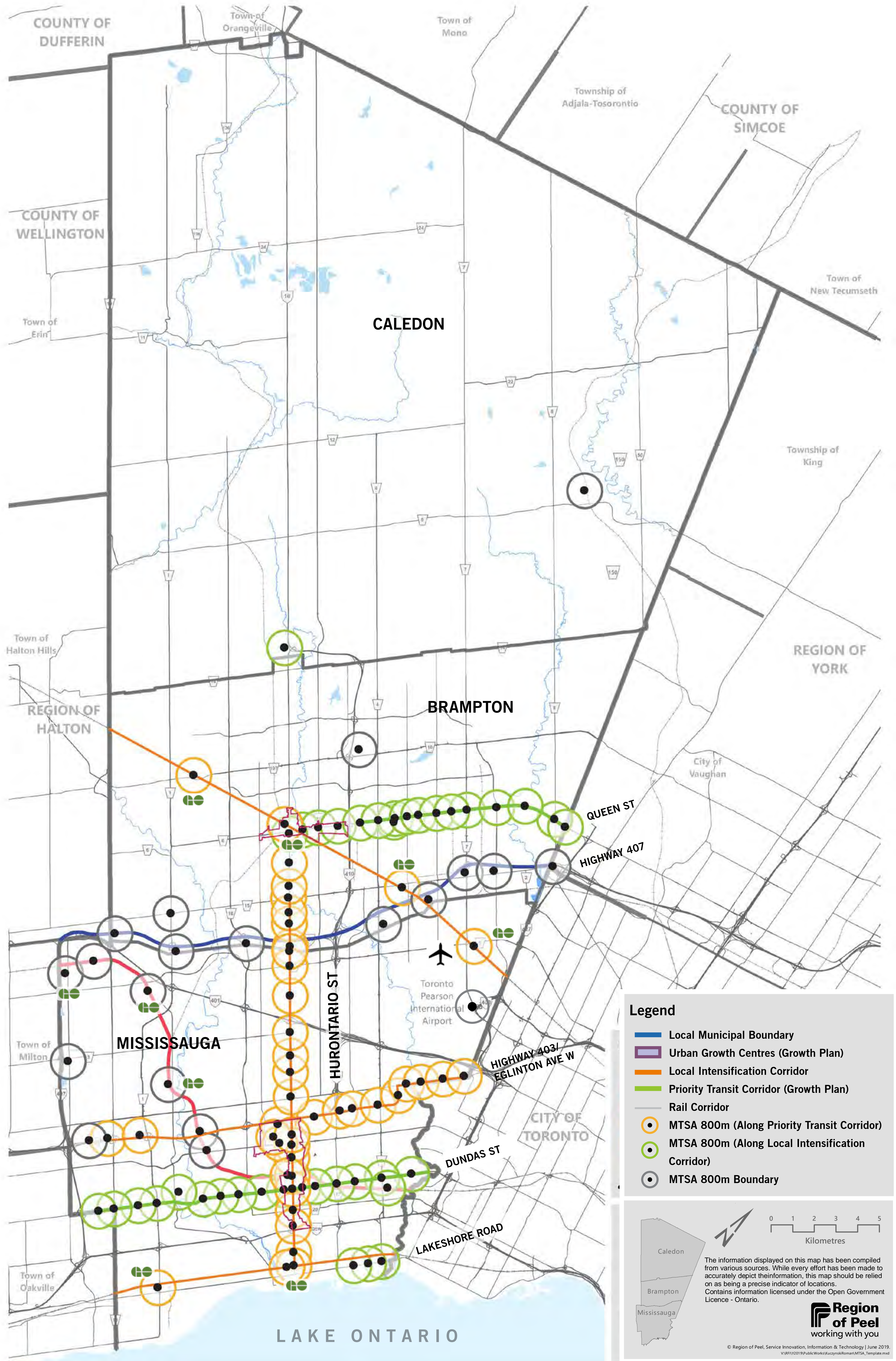
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**Region of Peel**  
working with you

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# PROJECT INFORMATION: SHAPING GROWTH IN PEEL

## MAJOR TRANSIT STATION AREAS AND CORRIDORS



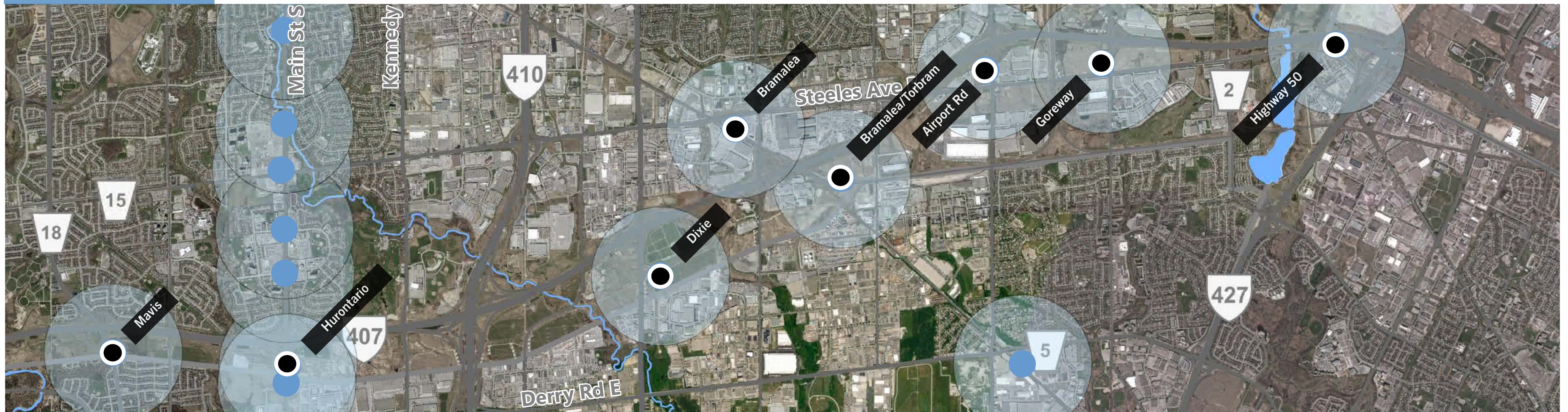
# PROJECT INFORMATION: SHAPING GROWTH IN PEEL

## MAJOR TRANSIT STATION AREA CORRIDORS OVERVIEW

### QUEEN CORRIDOR



### HIGHWAY 407

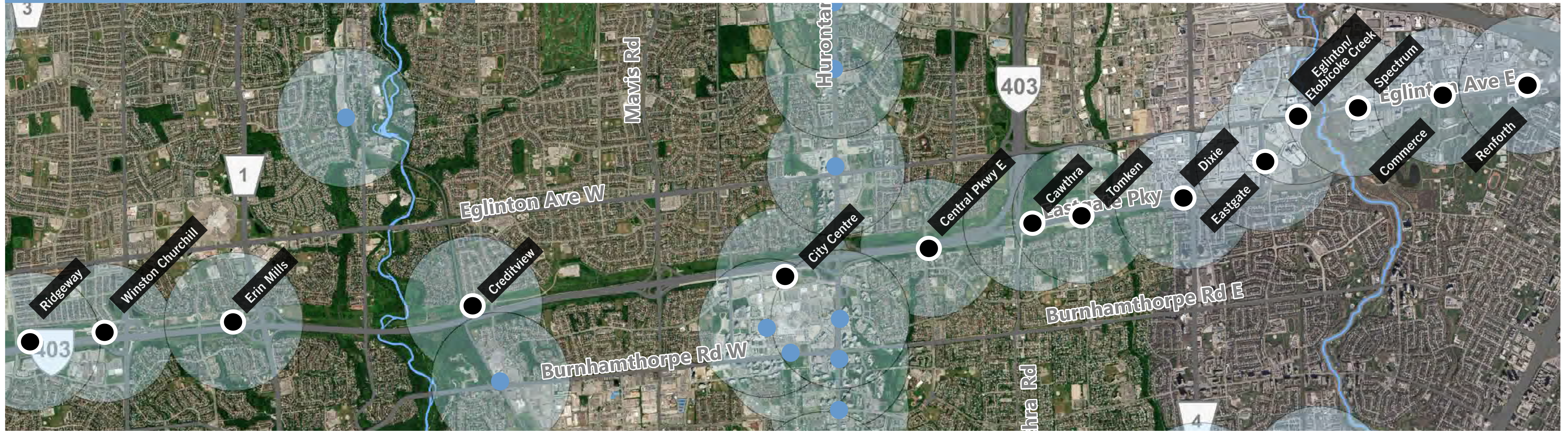


\*Winston Churchill, Derry and Britannia Highway 407 Corridor MTSAs not captured in this diagram

# PROJECT INFORMATION: SHAPING GROWTH IN PEEL

## MAJOR TRANSIT STATION AREA CORRIDORS OVERVIEW

### HIGHWAY 403 / EGLINTON CORRIDOR



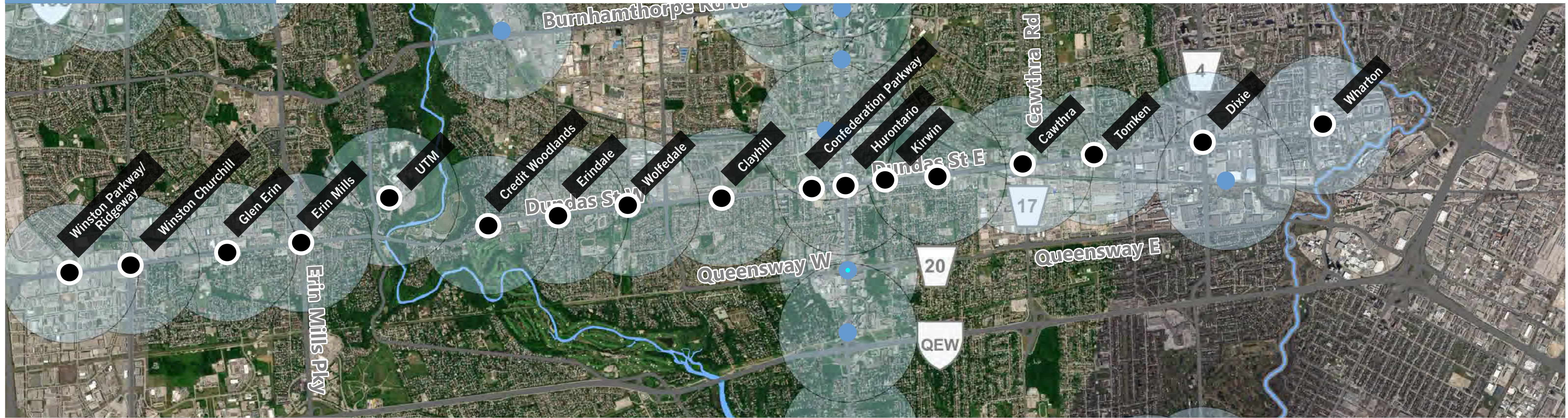
### HURONTARIO CORRIDOR



# PROJECT INFORMATION: SHAPING GROWTH IN PEEL

## MAJOR TRANSIT STATION AREA CORRIDORS OVERVIEW

### DUNDAS CORRIDOR



### LAKESHORE CORRIDOR





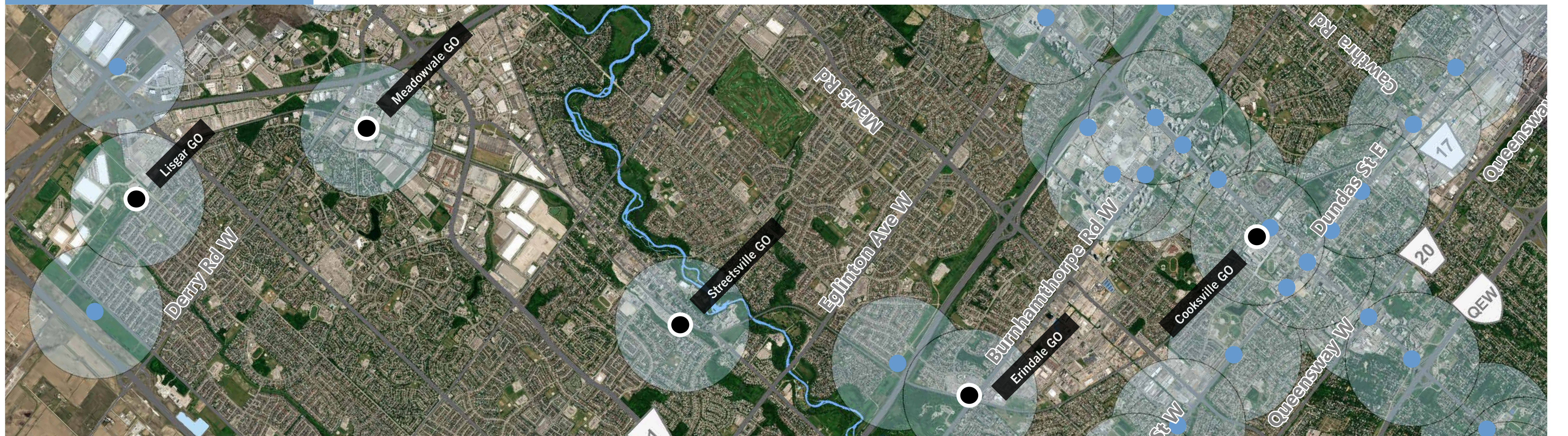
# PROJECT INFORMATION: SHAPING GROWTH IN PEEL

## MAJOR TRANSIT STATION AREA CORRIDORS OVERVIEW

### KITCHENER GO CORRIDOR



### MILTON GO CORRIDOR



\*Dixie GO MTSA not captured in this diagram

# MAJOR TRANSIT STATION AREAS: TODAY

## CONSIDERING THE ROLE OF DIFFERENT STATION TYPES

### A. URBAN HUB

Busy mixed use destinations with strong transit service & a concentration of community amenities

## TYPICAL CHARACTERISTICS

#### MOBILITY



- High levels of transit service (GO station, BRT)
- Cycling and pedestrian infrastructure
- Inter-modal connectivity and station access for various forms of transportation
- Anchor station classification
- High levels of trip attraction and generation
- Proximity and connectivity to mobility network
- Funding dedication or commitments

#### MARKET & GROWTH POTENTIAL



- Limited land availability for development or infill, but capacity for higher density infill
- Proximity to recently started/completed residential and non-residential projects
- Active development applications within 800m

#### LAND USE AND BUILT FORM



- Infrastructure within 800m boundary
- Public and private land ownership
- Low level of landscape constraints (e.g. valleys)
- Urban structure and policy encourage higher density development
- Overlap and proximity to other MTSAs
- Existing land uses complementary to mixed use and higher density development

#### COMMUNITY CONSIDERATIONS



- Proximity to community assets (libraries, schools, hospitals, places of worship, malls)
- Opportunities to integrate additional community services
- Supports community spaces that could serve as emergency hubs



CHARACTER: CITY CENTRE (HURONTARIO LRT)



CHARACTER: PORT CREDIT GO (GO STATION)



CITY CENTRE (HURONTARIO LRT)



PORT CREDIT GO (GO STATION)

## Think about existing URBAN HUBS in Peel Region...

WHAT ARE THE CURRENT CHALLENGES YOU EXPERIENCE WHEN MOVING THROUGH AN URBAN HUB STATION?

WHAT CHANGES WOULD YOU MAKE TO EXISTING URBAN HUBS TO ADDRESS CURRENT CHALLENGES MOVING FORWARD?

LOTS OF TRAFFIC AROUND THIS AREA DURING RUSH HOUR

NO ACTIVITY DURING THE EVENINGS - LOST OPPORTUNITY FOR EVENTS

ADD MORE AMENITIES AND SERVICES TO DRAW PEOPLE INTO THESE AREAS

# MAJOR TRANSIT STATION AREAS: FUTURE

## IMAGINING FUTURE ROLES & STATION TYPES

### A. URBAN HUB

Busy mixed use destinations with strong transit service & a concentration of community amenities

### ASPIRATIONAL CHARACTER IMAGES

Existing URBAN HUB STATIONS will continue to grow and change. Other areas in Peel Region may also become new URBAN HUBS...

#### MOBILITY



#### MARKET & GROWTH POTENTIAL



#### LAND USE AND BUILT FORM



#### COMMUNITY CONSIDERATIONS



CYCLING INFRASTRUCTURE



HIGH DENSITY AROUND INFRASTRUCTURE



TRANSIT ORIENTED DEVELOPMENT



COMMUNITY FACILITIES



BUS RAPID TRANSIT



MEDIUM DENSITY AROUND INFRASTRUCTURE



MIXED USE / RETAIL AT GRADE



PROGRAMMING AND COMMUNITY SPACE



WALKABILITY



LOW DENSITY AROUND INFRASTRUCTURE



INTEGRATED WITH TRANSIT SYSTEM



PUBLIC ART



SAFE INTEGRATION OF DIFFERENT USERS



AFFORDABLE HOUSING OPTIONS



INSTITUTIONAL ANCHORS



EVOLVING NEEDS FOR SERVICES  
Peel Memorial Centre for Integrated Health and Wellness

Place a dot on the characteristic you think is most important for Urban Hubs in each column!

# MAJOR TRANSIT STATION AREAS: FUTURE

## IMAGINING FUTURE ROLES & STATION TYPES

### A. URBAN HUB

Busy mixed use destinations with strong transit service & a concentration of community amenities

Think about areas in Peel Region you could see developing into an Urban Hub in the future.....

WHAT ARE POSITIVE OUTCOMES YOU WOULD EXPECT TO SEE AS AN AREA DEVELOPS INTO AN URBAN HUB?

AMENITIES AND FACILITIES

SENSE OF COMMUNITY - LOTS OF PEOPLE AROUND DURING THE DAY

COMMUNITY HUB IN THE NEIGHBOURHOOD

WHAT ARE POTENTIAL CHALLENGES AN AREA MAY FACE AS IT DEVELOPS INTO AN URBAN HUB?

LOTS OF TRAFFIC AROUND THIS AREA DURING RUSH HOUR

NO ACTIVITY DURING THE EVENINGS - LOST OPPORTUNITY FOR EVENTS

# MAJOR TRANSIT STATION AREAS: TODAY

## CONSIDERING THE ROLE OF DIFFERENT STATION TYPES

### B. LINE STATIONS

Touchpoints along transit routes that support local, 'last kilometre' connections

## TYPICAL CHARACTERISTICS

#### MOBILITY



- Limited, infrequent transit access by a surface route
- Minor street crossing (e.g. a physical crossing of an arterial with a local road)
- Slower vehicular traffic

#### MARKET & GROWTH POTENTIAL



- Potential for infill development and/or redevelopment
- Opportunity for higher density residential

#### LAND USE AND BUILT FORM

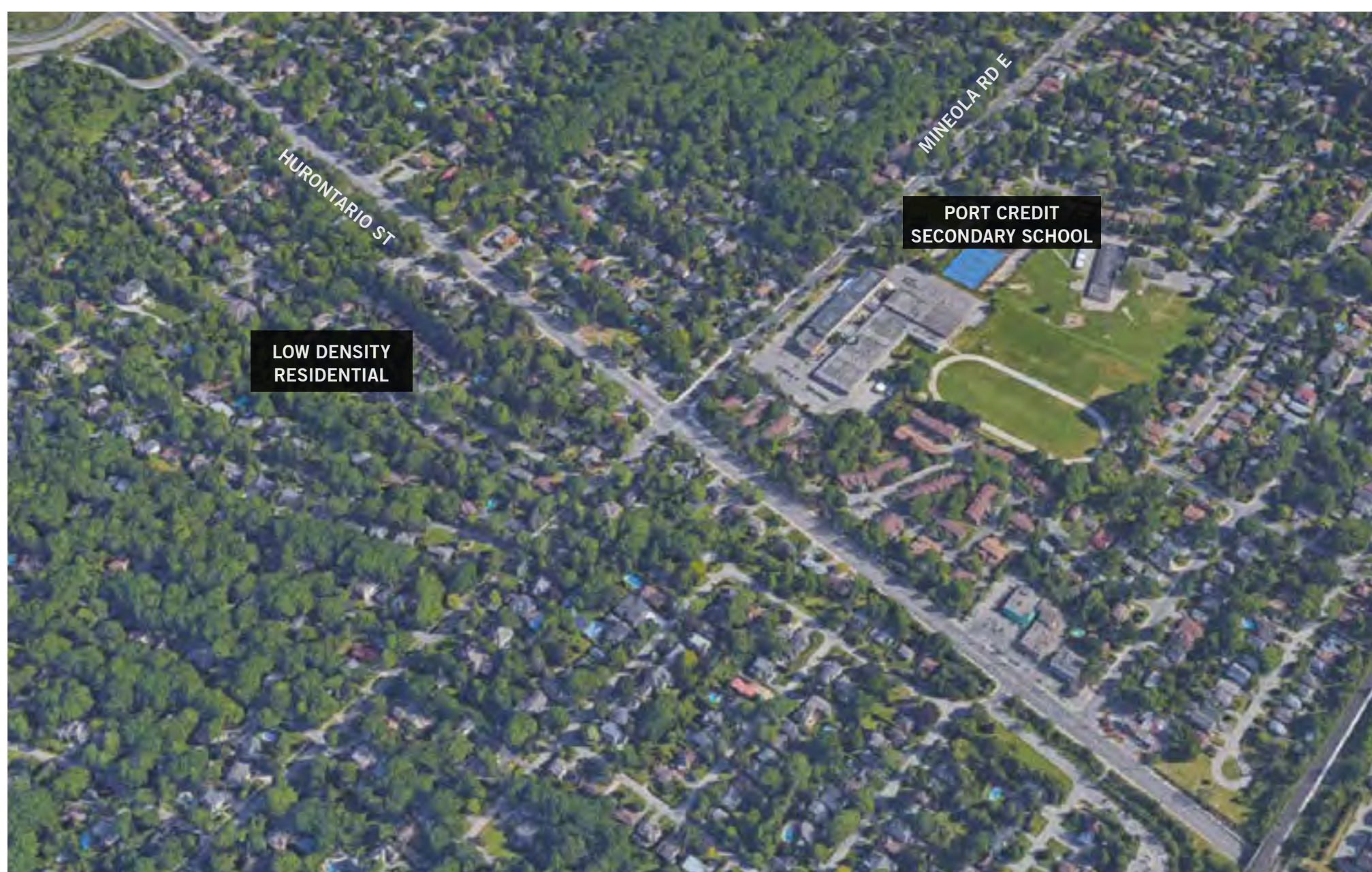


- Some development: surrounding residential is low density
- Limited residential development existing in the 800m radius
- Some commercial and industrial activities
- Presence of retail in the 800m radius

#### COMMUNITY CONSIDERATIONS



- Not the centre of the community, but a stop along the way, connecting to community services and functions



CHARACTER: HURONTARIO ST AT MINEOLA RD EAST (HURONTARIO LRT)



CHARACTER: QUEEN ST E AT GOREWAY DR (QUEEN ST BRT)



HURONTARIO ST AT MINEOLA RD EAST (HURONTARIO LRT)



QUEEN ST E AT GOREWAY DR (QUEEN ST BRT)

## Think about existing LINE STATIONS in Peel Region...

WHAT ARE THE CURRENT CHALLENGES YOU EXPERIENCE WHEN MOVING THROUGH A LINE STATION?

WHAT CHANGES WOULD YOU MAKE TO EXISTING LINE STATIONS TO ADDRESS CURRENT CHALLENGES MOVING FORWARD?

LOTS OF TRAFFIC AROUND THIS AREA DURING RUSH HOUR

NO ACTIVITY DURING THE EVENINGS - LOST OPPORTUNITY FOR EVENTS

ADD MORE AMENITIES AND SERVICES TO DRAW PEOPLE INTO THESE AREAS

# MAJOR TRANSIT STATION AREAS: FUTURE

## IMAGINING FUTURE ROLES & STATION TYPES

### B. LINE STATIONS

Touchpoints along transit routes that support local, 'last kilometre' connections

### ASPIRATIONAL CHARACTER IMAGES

Existing LINE STATIONS will continue to grow and change. Other areas in Peel Region may also become new LINE STATIONS...

#### MOBILITY



#### MARKET & GROWTH POTENTIAL



#### LAND USE AND BUILT FORM



#### COMMUNITY CONSIDERATIONS



BIKE PARKING



LIMITED DEVELOPMENT OPPORTUNITIES



RELATIONSHIP WITH BUILT FORM



STORMWATER MANAGEMENT



TRANSIT STOP



LOW-DENSITY BUILT FORM



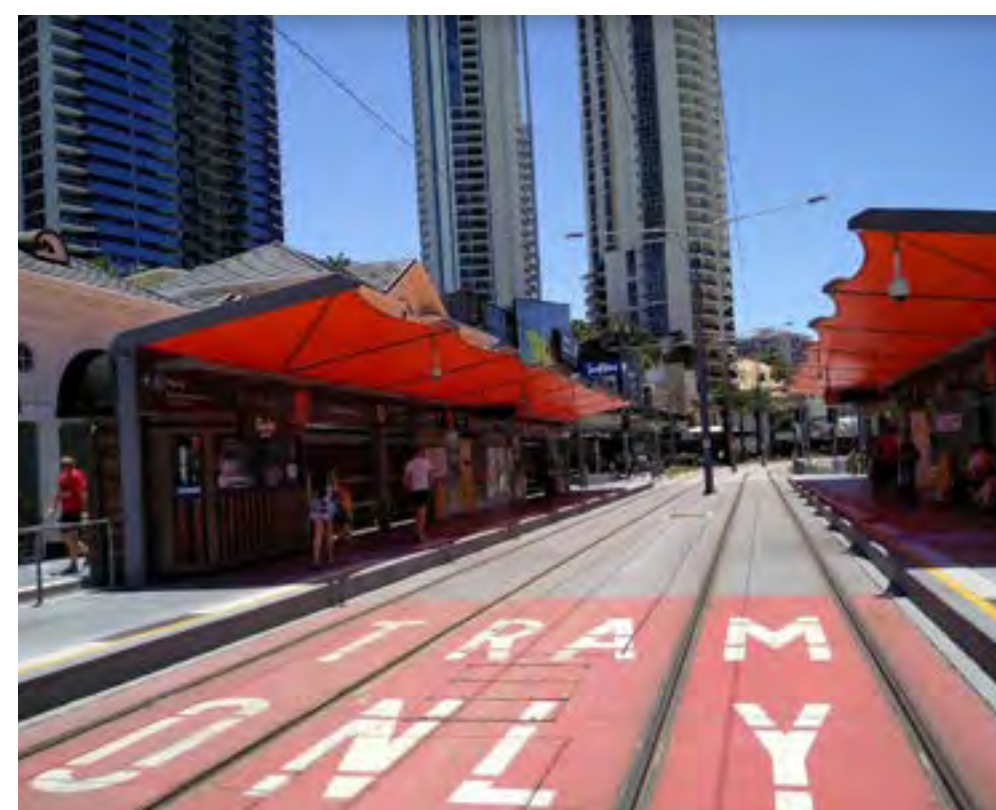
PROXIMITY TO TRANSIT



VISUAL IDENTIFICATION



TRANSIT EXPERIENCE



HIGHER DENSITY OPPORTUNITIES



INFILL DEVELOPMENT OPPORTUNITIES



PUBLIC REALM AND WALKABILITY



MULTI-USE PATH CONNECTIONS



CAPTURING TRANSIT RIDERSHIP



ARCHITECTURE & VIEWS



TRANSIT STOPS AS COMMUNITY PLACE

Place a dot on the characteristic you think is most important for Line Stations in each column!

# MAJOR TRANSIT STATION AREAS: FUTURE

## IMAGINING FUTURE ROLES & STATION TYPES

### B. LINE STATIONS

Touchpoints along transit routes that support local, 'last kilometre' connections

Think about areas in Peel Region you could see developing into a Line Station in the future.....

WHAT ARE POSITIVE OUTCOMES YOU WOULD EXPECT TO SEE AS AN AREA DEVELOPS INTO A LINE STATION?

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COMMUNITY HUB IN THE NEIGHBOURHOOD

WHAT ARE POTENTIAL CHALLENGES AN AREA MAY FACE AS IT DEVELOPS INTO A LINE STATION?

LOTS OF TRAFFIC AROUND THIS AREA DURING RUSH HOUR

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# MAJOR TRANSIT STATION AREAS: TODAY

## CONSIDERING THE ROLE OF DIFFERENT STATION TYPES

### C. CONNECTOR STATIONS

Areas defined by key transit route & road crossings, connecting neighbourhoods & amenities

### TYPICAL CHARACTERISTICS

#### MOBILITY



- Relatively high transit service; supported by 1-2 key bus routes
- Hub for intersecting transit and transportation lines, but no dedicated surface lots for park-and-go patterns
- Crossing point of major transportation infrastructure
- Provides key vehicular access between two different neighbourhoods or land uses
- Higher speed vehicular traffic
- Proximate to highway interchanges or Commuter Station

#### MARKET & GROWTH POTENTIAL



- Infill or redevelopment potential in the immediate 800m radius
- Limited capacity for major, new development due to regulatory and landscape constraints
- Opportunity for higher density residential at the fringe of the 800m radius

#### LAND USE AND BUILT FORM



- Proximate to lower density residential and/or commercial
- Undeveloped land in the immediate 800m radius and outside the 800m radius
- Landscape constraints for future development, including rail, utility corridor, topography, and conservation land

#### COMMUNITY CONSIDERATIONS



- Public health considerations related to proximity to highway and utility infrastructure
- Connects communities and proximate to community functions such as schools and recreation facilities



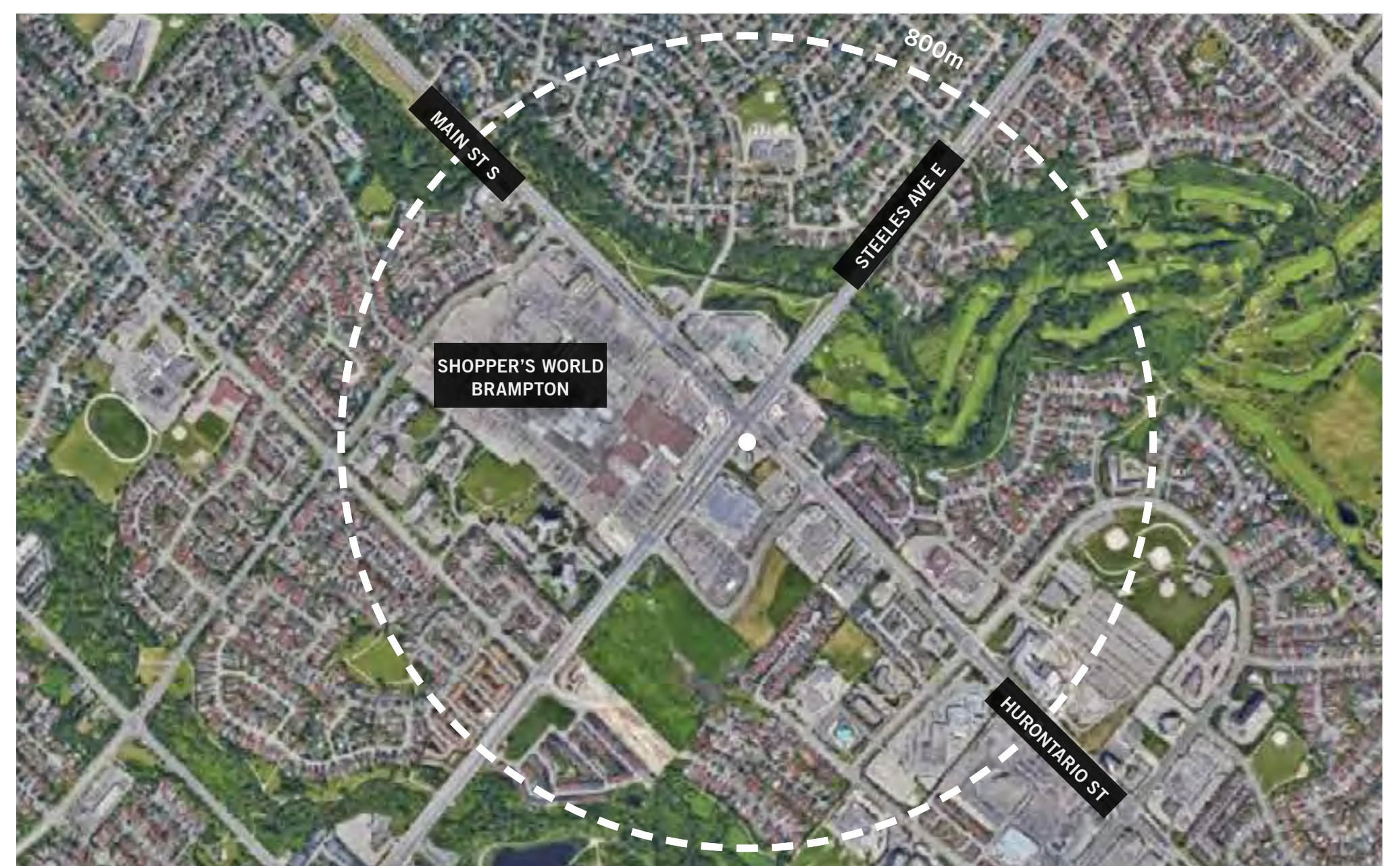
CHARACTER: WINSTON CHURCHILL (403 BRT)



CHARACTER: GATEWAY TERMINAL (HURONTARIO LRT)



WINSTON CHURCHILL (403 BRT)



GATEWAY TERMINAL (HURONTARIO LRT)

### Think about existing CONNECTOR STATIONS in Peel Region...

WHAT ARE THE CURRENT CHALLENGES YOU EXPERIENCE WHEN MOVING THROUGH A CONNECTOR STATION?

WHAT CHANGES WOULD YOU MAKE TO EXISTING CONNECTOR STATIONS TO ADDRESS CURRENT CHALLENGES MOVING FORWARD?

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# MAJOR TRANSIT STATION AREAS: FUTURE

## IMAGINING FUTURE ROLES & STATION TYPES

### C. CONNECTOR STATIONS

Areas defined by key transit route & road crossings, connecting neighbourhoods & amenities

### ASPIRATIONAL CHARACTER IMAGES

Existing CONNECTOR STATIONS will continue to grow and change. Other areas in Peel Region may also become new CONNECTOR STATIONS...

#### MOBILITY



#### MARKET & GROWTH POTENTIAL



#### LAND USE AND BUILT FORM



#### COMMUNITY CONSIDERATIONS



HIGH TRANSIT SERVICE



INTEGRATED PARKING FACILITIES



TOPOGRAPHY SOLUTIONS



VISIBILITY AND ACCESSIBILITY



DELINEATED CROSSINGS



SUPPORTING SERVICES



GATHERING SPACES



NEIGHBOURHOOD ASSET



INTERSECTIONS FOR ALL USERS



MIXED USE DEVELOPMENT



LANDSCAPE COMPONENT



SAFETY AND LIGHTING



BEAUTIFUL STREETS



ACCESS TO HEALTHY FOOD



PARK & OPEN SPACE AMENITIES



PEDESTRIAN EXPERIENCE NEXT TO ARTERIAL

Place a dot on the characteristic you think is most important for Connector Stations in each column!

# MAJOR TRANSIT STATION AREAS: TODAY

## CONSIDERING THE ROLE OF DIFFERENT STATION TYPES

### C. CONNECTOR STATIONS

Areas defined by key transit route & road crossings, connecting neighbourhoods & amenities

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## CONSIDERING THE ROLE OF DIFFERENT STATION TYPES

### D. COMMUTER STATIONS

Places that facilitate local and regional mobility, connecting residents to their destinations

### TYPICAL CHARACTERISTICS

#### MOBILITY



- Commuters drive here then continue on transit
- Convenient drop-off locations
- Major regional intersection of arterial roads

#### MARKET & GROWTH POTENTIAL



- Land availability for development or infill
- Proximity to recently started/completed residential and non-residential projects
- Active development applications within 800m

#### LAND USE AND BUILT FORM



- Large parking lots to accommodate park-and-go patterns
- Adjacent to low or high density residential uses
- Adjacent to major employers or commercial land uses

#### COMMUNITY CONSIDERATIONS



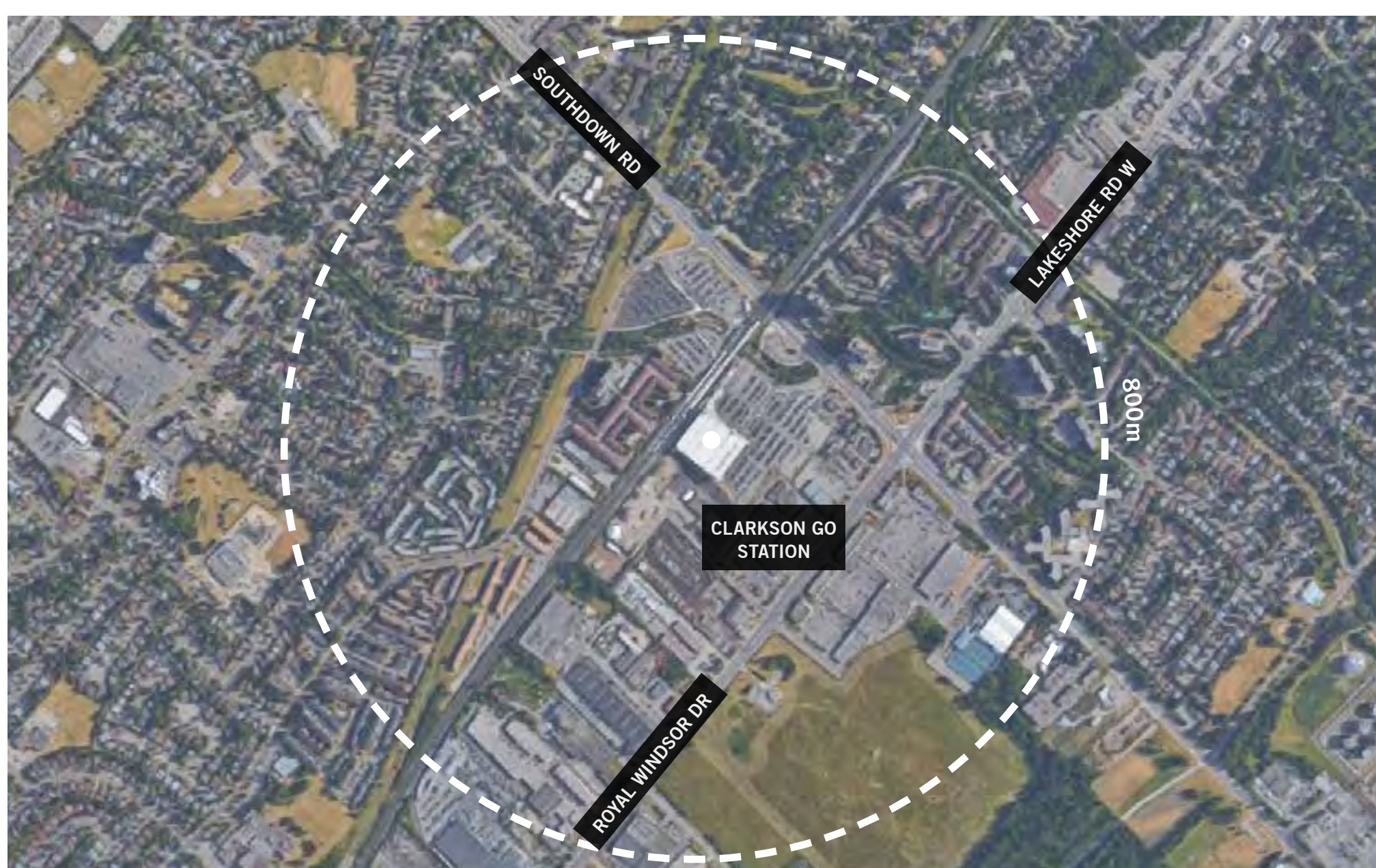
- Unused and empty during off-peak and evening hours, potential for programming
- Employment and institutional uses



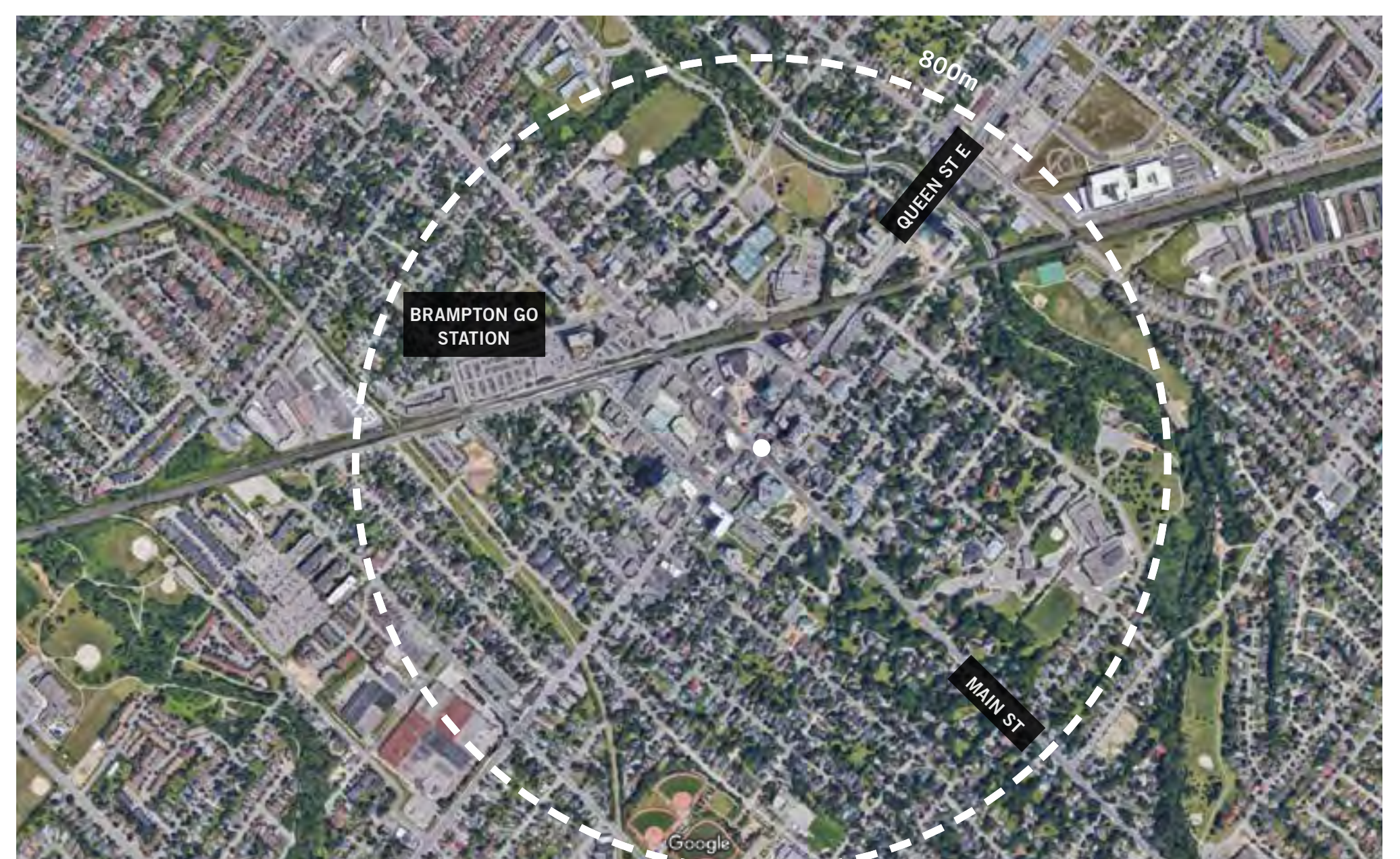
CHARACTER: CLARKSON GO STATION (GO STATION)



CHARACTER: QUEEN/WELLINGTON (HURONTARIO LRT)



CLARKSON GO STATION (GO STATION)



QUEEN/WELLINGTON (HURONTARIO LRT)

### Think about existing COMMUTER STATIONS in Peel Region...

WHAT ARE THE CURRENT CHALLENGES YOU EXPERIENCE WHEN MOVING THROUGH A COMMUTER STATION?

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## IMAGINING FUTURE ROLES & STATION TYPES

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Places that facilitate local and regional mobility, connecting residents to their destinations

### ASPIRATIONAL CHARACTER IMAGES

Existing COMMUTER STATIONS will continue to grow and change. Other areas in Peel Region may also become new COMMUTER STATIONS...

#### MOBILITY



#### MARKET & GROWTH POTENTIAL



#### LAND USE AND BUILT FORM



#### COMMUNITY CONSIDERATIONS



TRANSIT INFRASTRUCTURE



SMALL SCALE RETAIL



PARKING FACILITIES



SIGNAGE



PASSENGER PICK UP DROP OFF



COMMERCIAL RETAIL OPPORTUNITIES



GREEN INFRASTRUCTURE



ACCESSIBILITY



PARK AND RIDE FACILITIES



INFILL DEVELOPMENT OPPORTUNITIES



SUPPORTING SERVICE COMMERCIAL



ADEQUATE SEATING



FREQUENT TRANSIT SERVICE AROUND EMPLOYMENT  
Huronario St & Matheson Blvd / School Board offices



SIGNATURE DEVELOPMENTS



FRAMING THE DESTINATION



SPACIOUS PUBLIC REALM

Place a dot on the characteristic you think is most important for Commuter Stations in each column!

# MAJOR TRANSIT STATION AREAS: TODAY

## CONSIDERING THE ROLE OF DIFFERENT STATION TYPES

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AMENITIES AND FACILITIES

SENSE OF COMMUNITY - LOTS OF PEOPLE AROUND DURING THE DAY

COMMUNITY HUB IN THE NEIGHBOURHOOD

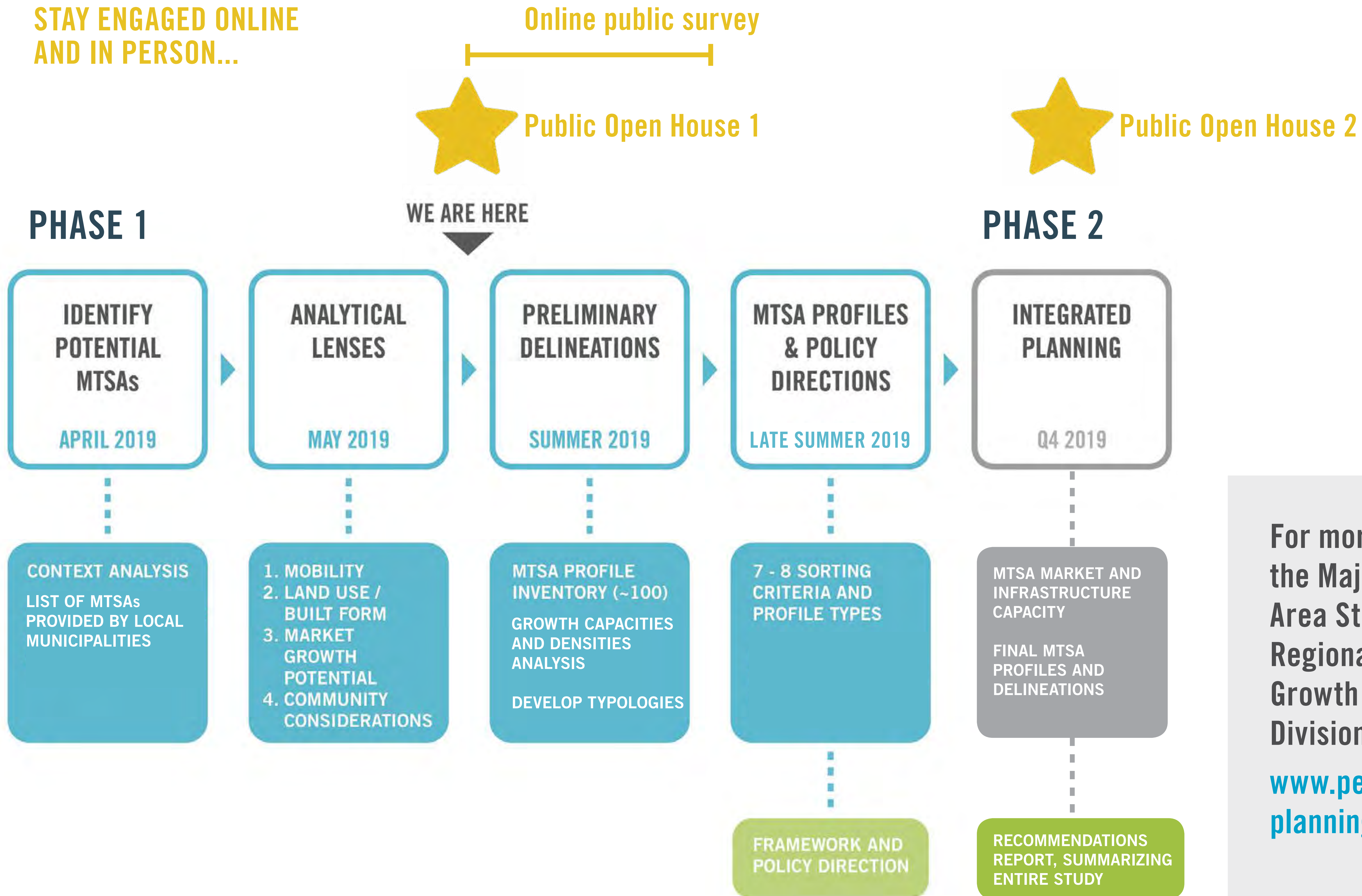
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LOTS OF TRAFFIC AROUND THIS AREA DURING RUSH HOUR

NO ACTIVITY DURING THE EVENINGS - LOST OPPORTUNITY FOR EVENTS

# NEXT STEPS & HOW TO STAY ENGAGED

**STAY ENGAGED ONLINE AND IN PERSON...**



For more information on the Major Transit Station Area Study email the Regional Planning and Growth Management Division by visiting [www.peelregion.ca/planning/officialplan/mtsa](http://www.peelregion.ca/planning/officialplan/mtsa)

# OTHER IDEAS, THOUGHTS, QUESTIONS, OR FEEDBACK?

ADD YOUR STICKY NOTE